

GENERAL PLAN AND ENVIRONMENTAL ASSESSMENT



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City of Sand City, California

**ADOPTED BY THE SAND CITY
CITY COUNCIL ON JULY 15, 1980
REVISED FEBRUARY 21, 1984**

**PREPARED BY
ENVIRONMENTAL MANAGEMENT CONSULTANTS**



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TABLE OF CONTENTS

Sand City

GENERAL PLAN

Adopted July 15, 1980
Revised January 17, 1984

*Amendment for Regional Commercial Land Use -
March 7, 1989*

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Table of Contents

List of Figures	iv
List of Tables	v
INTRODUCTION	1
Process	1
The Planning Area	1
The Intent of the Plan	1
Major Proposals	3
Implementation	3
LAND USE ELEMENT	4
Introduction	4
Existing Land Use	4
Existing Zoning	5
Comparative Data	5
Proposed Land Use	8
The Land Use Map	8
Housing	9
Business Districts	9
Schools and Parks	10
Circulation	10
Implementation of the Plan Map	10
Definitions of Land Use for Sand City	11
Definitions of Roadway Categories	13
HOUSING ELEMENT	14
Introduction	14
Purpose and Intent	14
Sand City Planning Area	15
Public Participation	15
Housing Needs Assessment	16
Population Characteristics	16
Affordability--Median Income	17
Housing Characteristics	20
Special Housing Needs	23
Projected Housing Needs and Site Availability	24
Governmental Building Constraints	29
Nongovernmental Building Constraints	31
Housing Plan	32
Goals and Objectives	32
Housing Policies and Programs	32
Housing Program Summary	39
CIRCULATION ELEMENT	43
Introduction and Objectives	43
Existing Conditions	43
Monterey Peninsula Transit	43
Trafficways	43
Existing Paper Streets	44
Parking	44
Bicycle Routes	44

Circulation Needs and Policies	46
Monterey Peninsula Transit	46
Trafficways	46
Parking	47
Bicycle Routes	48
SCENIC HIGHWAY ELEMENT	49
Introduction	49
Policies and Programs	49
NOISE ELEMENT	50
The Noise Problem	50
The Effects of Noise on the People of Sand City	50
What is a Decibel?	52
Existing Noise Inventory	52
Vehicle Noise	52
Railroad Noise	52
Airport Noise	52
Non-Transportation Noise	52
Control of Noise Sources	55
CONSERVATION ELEMENT	56
Introduction	56
Water	56
Vegetative Resources	57
Harbors and Fisheries	58
Wildlife	58
Minerals	58
Soils and Soil Erosion	59
Historical and Archaeological Resources	61
Air Resources	61
Coastal Zone	61
OPEN SPACE ELEMENT	62
Introduction	62
Existing Conditions--Parks	62
Park Policies and Programs	62
Schools	63
Existing Conditions--Public Access	63
SAFETY ELEMENT	65
Introduction	65
Fire Hazards	65
Flooding	65
Storms and Winds	65
Geology	66
Identification of Critical Structures and Life Lines	66
Identification of High Occupancy Structures	66
Evacuation Routes	66
General Safety Issues--Identification and Evaluation	68
Fire Protection	68
Police Protection	68
Emergency Service	69
Airport Operations	69
Health Issues	69

Air Quality	69
Water Supply and Quality	70
Noise	70
Policies and Programs	70
SEISMIC SAFETY ELEMENT	72
Introduction	72
Ground Shaking	72
Seismically Induced Water Waves	73
Background	75
Avoidance of Risks	79
Policies and Programs	80

ENVIRONMENTAL IMPACT REPORT

Introduction	82
State Requirements	82
City of Sand City	82
Environmental Assessment Matrix	85
Housing	85
Circulation	87
Scenic Highway	91
Noise	91
Open Space	92
Conservation	95
Safety	96
Seismic Safety	97
Land Use	98
Summary	100
REFERENCES AND GENERAL BIBLIOGRAPHY	101
References	101
General Bibliography	103

List of Figures

Figure I	Generalized Existing Land Use	6
Figure II	Zoning	7
Figure III	Vacant Lands	26
Figure IV	LCP Designations	28
Figure V	Proposed Sites Suitable for Residential Development	34
Figure VI	Existing Circulation Patterns	45
Figure VII	Motor Vehicle Noise Contours	53
Figure VIII	Railroad Noise Contours	54
Figure IX	Soils	60
Figure X	Open Space and Public Recreation	64
Figure XI	Evacuation Routes and Points of Assembly	67
Figure XII	Seismic Hazard Zones	74
Figure XIII	Tsunami Hazard Zone	76
Figure XIV	Sand Dune Formation	77
Figure XV	Local Faulting	78
Figure XVI	EIR Regional Location	85

List of Tables

Table I	Generalized Existing Land Use	4
Table II	Comparative Existing Land Use and Zoning	5
Table III	Proposed Land Use	8
Table IV	Comparative Table: Proposed Land Use vs. Existing Land Use and Zoning	8
Table V	Employment Projections	16
Table VI	Sand City's Appropriate Share	18
Table VII	Median Incomes	18
Table VIII	Annual Household Income	19
Table IX	Number and Type of Dwelling Unit	20
Table X	Estimate of Net Increase in Housing Units and Total Construction Need	25
Table XI	Residential Densities	29
Table XII	Schedule of Fees	30
Table XIII	Land Use Compatibility for Community Noise Environment	51
Table XIV	General Geotechnical Evaluation	73

INTRODUCTION

Sand City's General Plan is a result of over six months work by the City Council, citizens and consultants in 1979-1980. It presents a guide for future changes and growth in Sand City as recommended to the City Council after public participation was obtained through a Citizens' Advisory Committee and numerous public hearings.

In 1984, the City Council revised the General Plan in order to incorporate the City's recently adopted Local Coastal Program (LCP), and to identify service needs and the Solid Waste Transfer Station. This revision was completed after public notice and hearings before the City Council on January 17, 1984.

PROCESS

The Plan results from a process of public hearings, development of information, and analysis of impacts upon the City. In 1979, general planning questionnaires were distributed to residents, property owners and interested citizens to provide direction and Plan strategy. A Citizens' Advisory Committee, selected by the City Council, was further used to obtain public input in developing the Plan.

THE PLANNING AREA

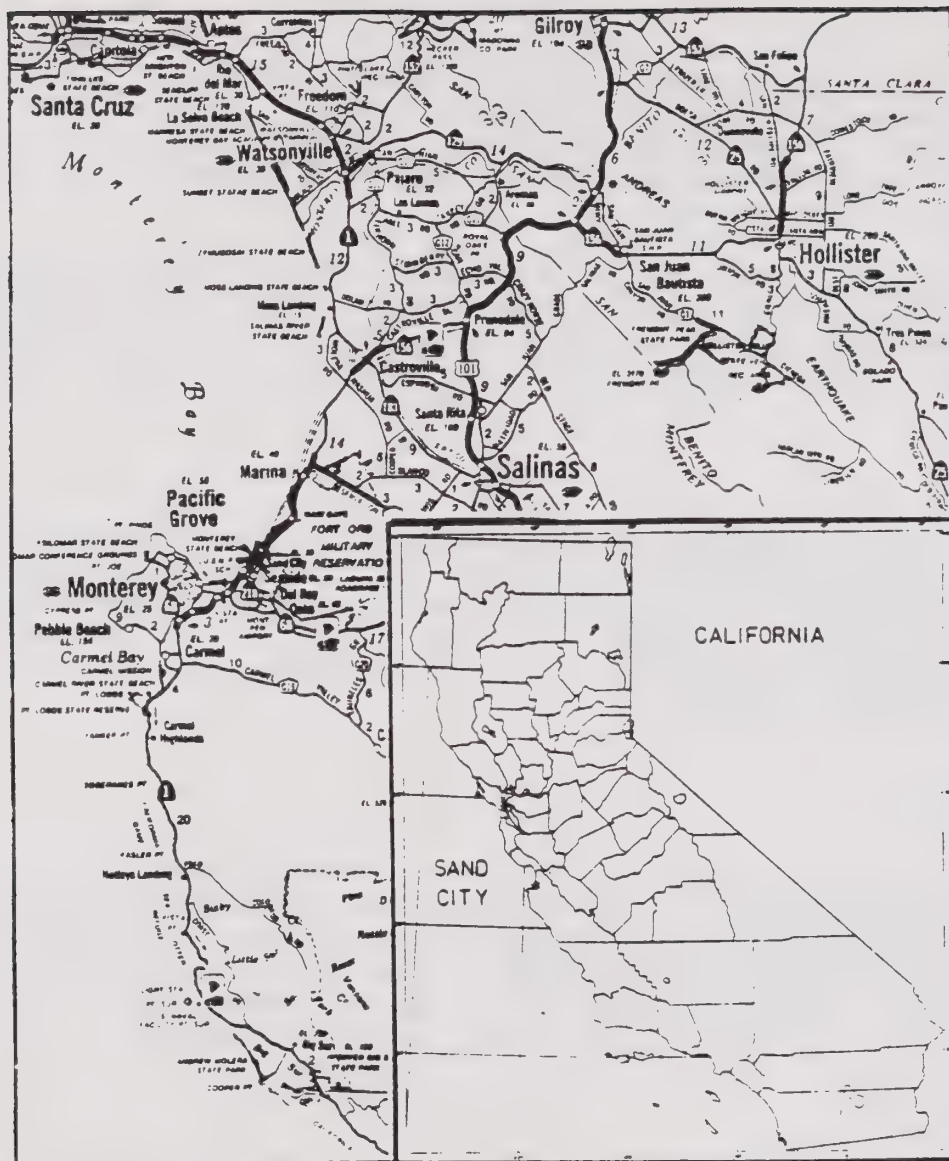
The Sand City planning area consists of approximately 347 acres, all of which is within the existing city limits. Sand City is bound by Fort Ord Military Base to the north, to the south and east by the City of Seaside, and to the west by the Monterey Bay; Sand City's coast line is about one and one-half (1-1/2) miles in length. (See map on the following page.) This plan is, therefore, only for public and private properties contained within the Sand City city limits.

THE INTENT OF THE PLAN

Since Sand City's incorporation in May of 1960, it has served the Monterey Peninsula Area as an employment center. The nature of the City's employment, however, is unlike that of neighboring communities. Heavy commercial and manufacturing industries dominate Sand City's economy and provide a basis for its well-being. Sand City can, thus, be separated from the traditional cities on the Monterey Peninsula, as a unique planning sector.

The citizens of Sand City, while wanting to preserve the existing character, wish to encourage additional housing in appropriate locations that will not adversely impact the City's basic economy. For this reason, the citizens of this industrial based City have shown strong conviction toward preserving their planning flexibility.

The state law requires and provides for a general plan that looks at all aspects of physical growth. Attitudes toward growth and environmental protection have changed significantly since Sand City's last General Plan in



1963. Now with the General Plan of 1980, the Local Coastal Program Planning Process and the General Plan Revision of 1984, the City can realistically plan for physical growth while protecting the environment.

This new Plan is long-range and comprehensive, but it still must provide guidance toward solving today's specific problems. Some proposals can be carried out now; others may be 15 or 20 years in the future.

Several subjects of City-wide concern are not addressed in the Plan. Social programs for existing and future populations as such are not included, although nearly all proposals have social implications. Thus Crime Prevention and Recreational Programs are not included. Although problems of energy conservation are not specifically addressed in the Plan, it is intended that these subjects be addressed through enforcement programs in the future.

MAJOR PROPOSALS

The major proposals in this Plan are:

1. To increase the City's housing stock for all economic segments of the community;
2. To incorporate the planning efforts of the Local Coastal Program;
3. To provide for structural development controls inside Sand City;
4. To provide an improved traffic circulation system;
5. To encourage maintenance of the sea coast to minimize the impact of erosion;
6. To identify service needs and the solid waste transfer site; and
7. In general, to provide a clean and aesthetic environment for this unique coastal community.

IMPLEMENTATION

This Plan, adopted by the City Council in 1980, and revised on January 17, 1984, becomes official policy and a framework for guiding decisions with regard to both City capital expenditures and private projects. Implementation of this newly revised Plan will require, by state law, that the City bring its zoning ordinance into conformance with the Plan.

LAND USE ELEMENT

INTRODUCTION

The Land Use Element of a General Plan identifies the general location and extent of the uses of the land for housing, commercial, industrial, open space, recreation, natural resources, public buildings and other categories of public and private uses of the land. It also serves as a tool with which the City can guide development, growth, redevelopment, preservation and conservation in the future. Sand City is limited, as far as annexations, since it is bordered by the City of Seaside to the south and east, by the Fort Ord Military Base to the north and by the Pacific Ocean to the west. Within the city limits the land is divided into two categories: 1) those lands within the Coastal Zone, and 2) those lands outside the Coastal Zone. These areas are shown in the Land Use Map and are also illustrated in the Sand City LCP, Land Use Plan. Policies governing land use within the Coastal Zone are subject to standards different from those affecting areas outside the Coastal Zone. These standards are reviewed in the Sand City LCP, Land Use and Implementation Plans, which are incorporated herein by reference.

EXISTING LAND USE

Major categories of land use are identified in Table I, below.

Table I
GENERALIZED EXISTING LAND USE

LAND USE	PERCENTAGE OF TOTAL	ACRES	ACRES PER 100 PERSONS*
Single Family	3.44	11.97	6.30
Multi-Family	.01	.40	.21
Light Commercial	.01	.45	.24
Heavy Commercial	8.15	27.96	14.72
Industrial/Manufacturing	27.61	95.64	50.34
Vacant	37.20	128.90	67.84
Public	23.58	81.68	42.99
TOTAL	100.0	347.0	182.64

*The population of Sand City as of Jan. 1, 1979 was 190.

It is the people themselves who develop and utilize the land uses, and therefore the amount of land use per City population is more significant than the percentage of one land use as related to another. In Table I, the far right column identifies acres of land use per 100 people. Calculations in this column assume a City population of 190. These figures will aid the City Council in determining the types of land uses that are most needed, based on City population. In addition, housing needs are far more evident using this

method. The City of Sand City has one solid waste transfer station located in a non-coastal C-2 area along Tioga Avenue. It has existed at this site for several years and is now in the process of being upgraded. The Council, in approving the transfer station upgrade, looked at the site for compatibility with surrounding land uses and determined it was an adequate location. This site is shown on the Land Use Plan Map.

Existing generalized land use is illustrated in Figure I. Within Sand City's Coastal Zone, the only acknowledged coastal-dependent use is the specialty sand mining operations of the Monterey Sand Company. Other existing land uses within the Coastal Zone are outlined in the Sand City LCP, Implementation Plan.

EXISTING ZONING

Just as it is useful to measure the actual land use in any planning area, it is equally useful to measure the existing zoning. Sand City's existing zoning is detailed in Figure II.

It should be noted that no figures are indicated for public/quasi-public zoning because these uses are either unzoned or incorporated into another zoning district. Existing zoning is illustrated in Figure II. Zoning designations, and their descriptions, for lands within the Coastal Zone are listed and illustrated in the Sand City LCP, Implementation Plan.

COMPARATIVE DATA

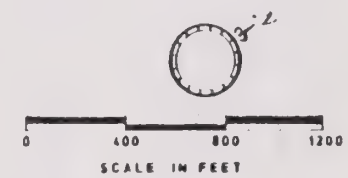
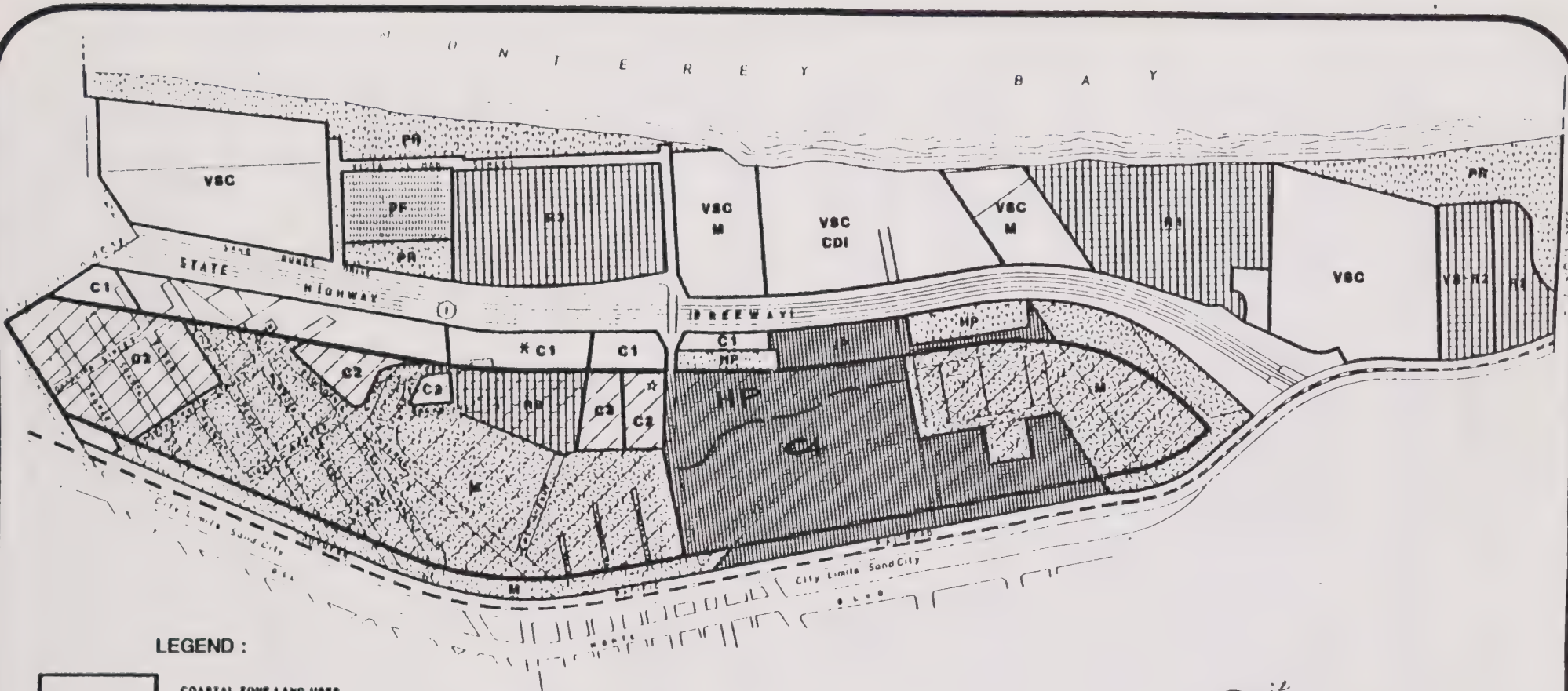
A comparative table is essential in evaluating the existing land use versus the existing zoning. From this type of analysis, land use planning can proceed. Table II examines both existing land use and zoning.

Table II
COMPARATIVE EXISTING LAND USE AND ZONING

LAND USE	TOTAL ACRES		ACRES PER 100 PERSONS*	
	Land Use	Zoning	Land Use	Zoning
Multi-Family	.40	27.03	.21	14.23
Light Commercial	.45	28.22	.24	14.52
Heavy Commercial	27.96	23.80	14.72	12.53
Industrial/Manufacturing	95.64	208.20	50.34	109.58
Other	210.58	47.70	110.83	25.10

*The population of Sand City as of Jan. 1, 1979 was 190.

Probably the most interesting figures are those that indicate a lack of multi-family and light commercial land uses in comparison to the area that is zoned for those uses. It is also relevant to note the large area dedicated for Industrial/Manufacturing type uses.



SAND CITY GENERAL PLAN

LAND USE PLAN MAP

Figure 1

ORIGINAL

3

RESOLUTION NO. SC- 7 (1989)

RESOLUTION ADOPTING AMENDMENTS TO THE GENERAL PLAN TO ALLOW AND PROVIDE FOR REGIONAL COMMERCIAL USES IN THE CITY OF SAND CITY.

WHEREAS, Monterey Sand Co. requested amendments to the Sand City General Plan ("General Plan") to establish goals and policies and a land use designation for regional commercial uses on a portion of its property located generally north of Tioga Avenue, south of La Playa Avenue, east of Highway 1 and west of the Southern Pacific railroad right-of-way outside of the coastal zone; and

WHEREAS, the City of Sand City required, in order to evaluate the General Plan amendment request, that a specific plan be prepared for the property; and

WHEREAS, a draft specific plan and Final Program Environmental Impact Report have been completed which provides a basis for evaluation and consideration of appropriate amendments to the General Plan as requested;

WHEREAS, the City Council of the City of Sand City certifies and finds as set forth in the CEQA Certification and Findings attached hereto as Exhibit "A" and incorporated by reference herein.

NOW THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAND CITY AS FOLLOWS:

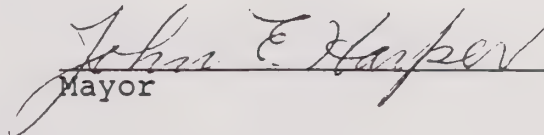
1. The amendments to the Sand City General Plan attached hereto as Exhibit "B" are herein incorporated by reference and adopted by the City Council of the City of Sand City as amendments to the Sand City General Plan.

PASSED AND ADOPTED at a special meeting of the City Council of Sand City on March 7, 1989, by the following roll call vote:

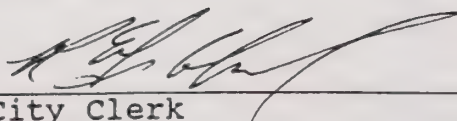
AYES: Ritter, Francini, Pendergrass
Harper

NOES: None

ABSTENTIONS: None

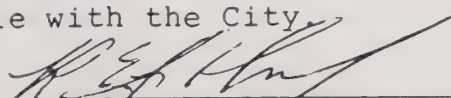

Mayor

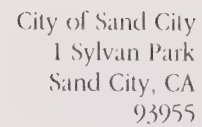
ATTEST:


City Clerk

I am the City Clerk of the City of Sand City and hereby certify, under oath, that the within document is a true and correct copy of documents on file with the City.

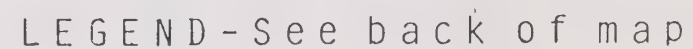
Dated: April 21, 89


Richard E. Goblirsch



M O N T E R Y

B A y



LEGEND	
COASTAL ZONE ZONING DISTRICTS	
CZ-R2	Residential, Medium Density
CZ-R3	Residential, High Density
CZ-VSC	Visitor Serving Commercial
#CZ-VSC	Duel Designation
CZ-VS-R1	Visitor Serving Residential, Low Density
CZ-VS-R2	Visitor Serving Residential, Medium Density
CZ-C1	Light Commercial
CZ-C2	Heavy Commercial
CZ-CDI	Coastal Dependent Industrial
CZ-M	Industrial Manufacturing
CZ-IP	Industrial Park
CZ-PR	Public Recreation
CZ-PF	Public Facilities
CZ-HP	Habitat Preserve
COASTAL ZONE DENSITY STANDARDS	
CZ-VSC-B	Maximum Rooms Allowed - 375
CZ-VSC-C	Maximum Rooms Allowed - 0
CZ-VSC-D	Maximum Rooms Allowed - 375
CZ-VSC-E	Maximum Rooms Allowed - 375
COMBINING DISTRICTS	
ST	Special Treatment Area — — — — —
RM	Resource Management - - - - -
HR	Habitat Restoration
NON-COASTAL ZONE ZONING	
R-3	Residential, High Density
C-1	Light Commercial
C-2	Heavy Commercial
C-3	Neighborhood Commercial
M	Industrial Manufacturing
IP	Industrial Park
C-4	REGIONAL COMMERCIAL

PROPOSED LAND USE

Proposed land uses and streets generally reflect existing patterns along the southern part of Sand City east of State Highway One, since this portion is largely built-out. The area north of Tioga Avenue is generally vacant at this time, as is that area west of State Highway One. Proposed land uses are detailed in Table III, and illustrated on the Sand City Land Use Plan Map. A comparative analysis is shown in Table IV.

Table III
PROPOSED LAND USE

LAND USE	PERCENTAGE OF TOTAL	ACRES
Medium Density Residential	2.96	10.287
High Density Residential	7.03	24.410
Light Commercial	9.36	32.309
Heavy Commercial	6.89	23.894
Industrial/Manufacturing	60.26	209.100
Other	13.50	47.000
TOTAL	100.00	347.000

Table IV
COMPARATIVE TABLE
PROPOSED LAND USES VERSUS EXISTING LAND USES AND ZONING

LAND USE	PROPOSED LAND USE	EXISTING LAND USE	EXISTING ZONING
Medium Density Residential	10.287	11.97	12.05
High Density Residential	24.410	.40	27.03
Light Commercial	17.309	.45	28.22
Heavy Commercial	23.894	27.96	23.80
Industrial/Manufacturing	209.100	95.64	208.20
Public	--	128.90	--
Vacant	--	81.68	--
Other	62.000	--	47.70 (Unzoned)
TOTAL	347.00	347.00	

THE LAND USE MAP

The Land Use Plan Map brings together all the objectives, policies and programs in other sections of the General Plan. The Land Use Plan Map is only

a graphic portrayal of these objectives, policies and programs and does not reflect all the policies which influence permitted uses, such as design criteria and housing improvement programs. The Land Use Plan Map does show the extent to which housing, business districts, transportation infrastructures, open space and industrial development will take place.

Housing

The Plan Map reflects the type of housing (medium and high density residential) that will take place. Sand City will encourage a mixture of apartments and condominium developments. The highest densities are planned for in areas adjacent to State Highway One. Refer to the Land Use Plan Map for identification of high density residential areas. Medium Density Residential is also planned for in an area adjacent to State Highway One, and accessed via Sand Dunes Drive (see Land Use Map). Light Commercial will be encouraged in several small portions of Sand City's Coastal Zone, in the CZ-C1 (Light Commercial) Zoning District. Scenic Conservation principles will be stressed, if not required, in most of the Residential and Light Commercial designated areas west of State Highway One.

Business Districts

The Plan Map will lead to zoning changes from Medium Density Residential in substantial portions of the City. This is especially relevant with the incorporation, by reference, into this document of the Local Coastal Program. Please refer to the General Plan Map and the LCP Land Use Plan.

The northwestern segment of the City, that area north of Tioga and west of State Highway One, will have substantial changes in land use designation. The area will be changed from Manufacturing to a combination of Visitor Serving Commercial and Residential land uses. An exception has been made for two parcels which were given a dual designation of Industrial/Visitor Serving Commercial. Two other small parcels were designated Light Commercial and Coastal Dependent Industrial.

On the east side of the highway and north of Tioga, land use concepts were relatively unchanged. A large area was changed from Industrial/Manufacturing to Industrial Park. However, this does not seem to change the City's intent to reserve this area for Industrial use.

West of State Highway One and south of Tioga has been designated for High Density Residential and Visitor Serving Commercial uses. This eliminates an area of Single Family (R-1) and two areas of Neighborhood Commercial (C-3) that were proposed by the 1980 General Plan prior to LCP approval.

The east side of the highway south of Tioga is relatively unchanged, with the exception of that area in the Coastal Zone. Please refer to the LCP Land Use Map for designations.

Schools and Parks

Sand City is a part of the Monterey Unified School District. There are no present plans to construct a school within Sand City.

As mentioned in the Open Space Plan, recreation facilities will be encouraged as part of future residential developments. At the present time only one park exists, the City Hall Park, which is shown in the Open Space and Recreation Map.

Circulation

The Circulation Plan reflects the policies of street improvements and expansion, and of avoiding major increases in truck traffic congestion where it cannot be handled. The Plan Map reflects this policy through the suggestion of widening all the existing 20-foot right-of-way streets to 40 feet (or some other designation up to 60 feet). Included in the Plan Map is a proposed frontage road along the northwest side of State Highway One, illustrated in the Open Space and Recreation Map and the Sand City LCP Land Use Plan. Additionally, the City currently is attempting to contract with Southern Pacific Company to assure a future crossing at Playa Avenue. This would result in a new road from Del Monte Avenue in Seaside to the proposed frontage road near the ocean. Exploration by the City into more intensive use of the Southern Pacific Railroad as a viable means of transporting industrial/manufacturing goods could reduce the existing heavy truck travel. At present, over 95 acres, or 27.61% of the City, is under Industrial/Manufacturing land use. At present, there is no plan to reduce the amount of this land use. Rail transport may be a more efficient alternative than the use of heavy trucks.

Existing bus routes are mentioned in the Circulation Element. Transit planning, which is primarily the responsibility of the Monterey Peninsula Transit Company, has not progressed to the point that bus stops exist in Sand City. However, this will never occur until Sand City joins the Monterey Peninsula Transit District and is able to provide adequate ridership. Joining the transit district may relieve Sand City of some of the current traffic congestion problems if ridership could be established. The amount of employment generated in Sand City and the number of employees entering the City each day presents justification for the use of mass transit. Our current energy problems create an added incentive, along with providing residents with bus service to local schools.

Implementation of the Plan Map

The General Plan and Local Coastal Program Land Use Plan, including the Plan Maps, will become the foundation to guide Sand City in future land use matters. No subdivision or rezoning will be approved unless it is in compliance with the adopted plan. It is expected to be a basis for portions of a new zoning ordinance in Sand City.

The zoning map that will be developed as part of the zoning ordinance amendments should conform to the Plan Map. The specific detailed land use

designations in the zoning ordinance are not identified on the Plan Map; however, land use designations shown on the Plan Map correspond to established zoning districts. For each land use category designated on the map, at least one zoning district will be implemented. In some areas more than one zoning designation will be used with what is known as a "combining district," for example, the use of a Design Control (D) District in conjunction with a Light Commercial (C-1) District or some other designation. The "D" District will not stand on its own because it has no land use designation, whereas the "C-1" or "CZ-C-1" District identifies specific land use types for a subject parcel. However, in conjunction the two districts can introduce regulations not normally applied by just the "C-1" or "CZ-C-1" District.

It is recommended that the City make every effort to alleviate potential conflicts between Residential, Industrial and Commercial land uses. This can be accomplished through site plan review of all new development. The purpose of this development review is to minimize future conflicts that may occur as a result of different land use types developing adjacent to one another. The encouragement of "strong planning criteria" in such cases should be a high priority for the City's overall well-being. Development review can be implemented through coordination of planning staff and the City Council.

Definitions of Land Use for Sand City

NON-COASTAL ZONE

High Density Residential: Consists of single family, duplexes, multiple dwellings including apartments, condominiums and dwelling groups. Dwelling, Multiple: A building or portion thereof, used or designed as a residence for three or more families living independently of each other, and doing their own cooking in said building, including apartment houses, apartment hotels, and flats, but not including automobile courts. Dwelling, Group: A group of two or more detached or semi-detached one-family, two-family or multi-family dwellings occupying a parcel of land in one ownership and having any yard or court in common.

Densities for the multi-family residential land use will vary depending upon the situation, for example, slope, existing land use, aesthetic concerns or proximity to a major street. Densities generally will range from 9 to 45 units per acre.

Light Commercial: Consists of uses included in the existing "C-1" or "CZ-C-1" District. These uses are of a neighborhood or community retail nature, such as uses including appliance stores, banks, food stores or other uses not deemed a nuisance to the neighborhood in which they are located.

Heavy Commercial: Consists of uses included in the existing "C-2" or "CZ-C-2" District. These uses include retail stores and shops of a heavy commercial character that are conducted in a building. Examples are as follows: auto repair and service, motor vehicle and accessory sale, lumber and building materials, research, development and testing services, hardware, plumbing, air conditioning and supplies, etc.

Manufacturing: Includes uses in the existing "M" or "CZ-M" District. Industrial uses such as: manufacturing, processing and packing of food products, lumber and wood products, stone, clay, glass, gravel and sand products, etc.

Industrial Park: Allow manufacturing, assembly, processing, packaging and similar industrial operations; offices associated with these uses.

COASTAL ZONE

Coastal-Dependent Industrial: Allow coastal dependent uses, including but not limited to specialty surf zone sand mining; the coastal dependent site shall have a minimum of 250 feet of ocean frontage and a minimum of 2 acres of land above the Mean High Tide line. Access to the coastal dependent land use from a public street will be assured as a condition of development (including land divisions). The Coastal Land Use Map depicts the general location of the site at the north end of the Monterey Sand Company parcel, and is intended to be representative only.

Visitor-Serving Commercial: Allow hotels, motels, accessory shops (including gift shops, travel agencies, beauty shops, health spas), food service establishments, service stations, recreation retail shops and services, campgrounds, recreational vehicle parks and other recreational facilities operated as a business and open to the general public for a fee.

Visitor-Serving Residential, Low Density: Allow clustered multi-family residential structures at low density. All of the units permitted in this designation shall be established on time increments and shall be available at all times for rental or purchase on a short term (one month or less) basis.

Visitor-Serving Residential, Medium Density: Allow clustered multi-family residential structures at medium density. All of the units permitted in this designation shall be established on time increments and shall be available at all times for rental or purchase on a short term (one month or less) basis, with the following exception:

- o Units may be constructed as fee-simple, specifically to accommodate the Transfer of Density Credit Program established in this Plan, as deemed necessary and feasible by the City of Sand City.

Residential, Medium Density: Allow all permitted uses in the low density designation, but encourage clustered multi-family attached structures at medium density.

Residential, High Density: Allow clustered multi-family attached structures, usually in the form of a planned unit development at high density. The intent of this district is to promote small lot consolidation and a mixture of affordable housing and open space, while promoting residential living units.

Light Commercial: Allow stores, shops and offices supplying commodities or performing services for residents of the City as a whole or the surrounding communities, and research and experimental laboratories.

Heavy Commercial: Allow wholesale business, storage, warehousing, repair garages for automobiles, trucks, trailers and other equipment, and other uses as permitted in the city's "C-2" Zone District.

Industrial/Manufacturing: Allow manufacture, processing, removal, storage and packaging of foods, concretes, sands, gravels, heavy equipment, and other uses as permitted in the City's "M" Zone District. Under special circumstances, such as close proximity to the ocean and where an industrial use provides an economic benefit to the City or the region, allow a secondary land use designation as described above for such a time as the existing industrial use may cease. The secondary use will be allowed after it is demonstrated to the City that the industrial use is no longer important or feasible in the regional context, and that the secondary use is consistent with the Coastal Act and the LUP.

Industrial Park: Allow manufacturing, assembly, processing, packaging and similar industrial operations; offices associated with these uses; workshops and other uses as permitted in the City's "IP" Zone District.

Public Recreation: Allow public parks, picnic areas, parking areas, public vista points, sandy beaches and accessways which are publicly owned or over which access easements are to be required as a condition of development. In addition, public recreation also means public uses within development projects such as picnic areas, wind shelters, promenades or other indoor public recreational areas; other support facilities for public recreational uses; and controlled public access and/or educational programs in areas of dune restoration programs.

Public Facilities: Public buildings and equipment such as libraries, city corporation yards, police and fire infrastructure, public utilities such as the sewage treatment plant, pump stations and public utility pipelines.

Combining Districts, Special Treatment Areas, Resource Management designations, Circulation designations, densities and height restrictions are further described in the Local Coastal Program Land Use Plan and are herein incorporated by reference.

Definitions of Roadway Categories

Local Streets: Local streets provide access to adjacent properties only.

Collector Streets: Collector streets carry traffic within an area to arterials and provide access to adjacent properties and local streets.

Arterial Streets: Arterial streets are designed to serve through traffic and to take traffic to and from collectors.

Freeways: Freeways are devoted solely to the task of traffic movement and connect with streets at interchanges. There are no interchanges in Sand City itself; however, one exists at the north end of Del Monte Boulevard at the Seaside/Sand City city limit lines, and at State Highway 218, located just southwest of the Sand City boundary. Sand City does have the potential for more pronounced access from State Highway One, at its intersection with Tioga Avenue. (See the Circulation Element for more detail.)

HOUSING ELEMENT

INTRODUCTION

Purpose and Intent

Each city in California must have a Housing Element in its General Plan, according to State law (Government Code, Section 65000 et seq). This mandated element is to consist of:

- a. an assessment of housing needs and an inventory of resources and constraints to meet these needs;
- b. a statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement and development of housing; and
- c. a program which sets forth a schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element.

In addition, housing elements must be revised every five years.

This General Plan Housing Element is written to conform to the requirements of AB 2853 (Section 65580 et seq). In adopting AB 2853, the legislature of the State of California found and declared that:

- a. the availability of housing is of vital statewide importance, and that early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order;
- b. the early attainment of this goal requires cooperative participation of government and the private sector in an effort to expand housing opportunities and to accommodate the housing needs of Californians of all economic levels;
- c. the provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government;
- d. Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community; and
- e. the legislature recognizes that, in carrying out this responsibility, each local government must consider economic, environmental and fiscal factors and community goals set forth in the General Plan and must cooperate with other local governments and the state in addressing regional housing needs.

In addition to existing State requirements, recent legislation transferred responsibility of facilitating affordable housing in the Coastal Zone from the Coastal Commission to the local government. In summary, it requires that all new residential developments provide low- and moderate-income housing where

feasible. It also requires that all units occupied by low- or moderate-income households which are demolished or converted must be replaced, although in some cases replacement is required only if feasible. These new requirements will be further discussed in this element.

Sand City Planning Area

Sand City consists of approximately 347 acres. The City is bound by Fort Ord Military Base to the north, the City of Seaside to the south and east, and the Monterey Bay to the west. Sand City's coastline is about one and one-half (1 1/2) miles in length. Approximately 161 acres are located in the Coastal Zone.

Incorporated in 1960, Sand City now supports a population of 182. Since Sand City's incorporation, it has served the Monterey Peninsula area as an employment center. Heavy commercial and varying types of manufacturing industries dominate Sand City's economy and are a basis for its existence.

Public Participation

As part of the preparation of this Housing Element, a Citizens Advisory Committee was formed. The Committee discussed housing issues and reviewed recommended housing programs at several meetings. Public participation was also encouraged at public hearings before the City Council.

HOUSING NEEDS ASSESSMENT

Population Characteristics

Population Composition and Employment

Population in the City of Sand City has decreased from 212 in 1970 to 182 in 1980. This represents a 14.2% decrease or an approximate average annual decrease of 1.4%. In comparison, Monterey County as a whole and the state of California experienced population increases of 17.8% and 17.9% respectively. This data reflects an average annual growth rate of approximately 1.7% during the last ten years for both the County and the state.

Employment in Sand City has increased 51% between the years 1970 and 1977 (460 to 966 persons). This represents a 6.0% annual increase in employment gain. Employment in Sand City is characterized by heavy commercial, industrial and manufacturing operations. Current employment for the City of Sand City is estimated at 1,250 persons. According to the Recht Report (1980), Sand City's employment could increase by 1025 jobs if all vacant areas were developed; however, projected employment increases until the year 2000 are anticipated at 880 jobs. These projections were generated for the Monterey Peninsula Water Management District's Water Allocation Study and they are the consultant's best estimate of the City's economic potential. Table V presents these employment projections to the year 2000.

Table V
Employment Projections

Growth Forecast	Employment	
	Industrial	Commercial
1980-1985	200	20
1985-1990	200	20
1990-1995	150	70
1995-2000	150	70
TOTAL	700	180

Source: Recht, Hausrath & Associates, Economic and Demographic Projections (October 1980).

Appropriate Share of Regional Housing Needs

In compliance with Government Code, Section 65584, "each council of governments shall determine the existing and projected housing need for its region." The Association of Monterey Bay Area Governments (AMBAG) has determined an appropriate share of regional lower income housing needs for all localities in

the region, including the City of Sand City. The purpose of the appropriate share allocation is to equitably distribute the responsibility for accommodating lower income households throughout the region and to avoid further concentration of lower income households in localities which contain more than the average proportion. In making appropriate share projections and allocations, AMBAG considered several factors, as required by state law, including:

1. market demand for housing;
2. employment opportunities;
3. availability of sites and public facilities;
4. community patterns;
5. type and tenure of housing need;
6. housing needs of farmworkers; and
7. the need to avoid impaction of lower income households.

AMBAG based its projections upon Monterey County's Economic Base Study and has determined that lower income households are those that have less than 80% of the County's median income. This currently amounts to \$14,720 (80% of \$18,400). Furthermore, AMBAG projected that by 1985, 40% of all households will have less than 80% of the median income, therefore being determined lower income. It is this 40% average figure that AMBAG used to allocate regional housing needs. Two assumptions were also made:

- A. No Significant change in employment mix is expected which would alter the distribution of median household income, and therefore it is expected that by 1985, 40% of all households in the region will have incomes at or below 80% of the median income.
- b. No single jurisdiction should expect to accommodate more or less than 40% of lower income households because the County average of lower income households is not expected to exceed 40% of the total.

Table VI outlines Sand City's appropriate share of lower income housing using the data, criteria and assumptions previously mentioned. Based on the figures in Table VI, Sand City, in the 1976 Base Year, had more than its appropriate share of the regional low income housing needs (65%). AMBAG's projection indicates that, by 1985, Sand City's appropriate share would be 12 households more than the 1976 figure, which averages at an annual increase of approximately 1.3 lower income households.

Affordability -- Median Income

Household income is a determining factor of housing affordability. As the price of a house increases, larger segments of the population no longer can compete for housing. In Sand City, median incomes have increased by approximately 73% between the years 1970 and 1980, while median incomes for Monterey County as a whole increased by 89% during the same time period. Table VII compares the median incomes of Sand City and Monterey County. According to these figures, Sand City's median residential income equalled approximately 77% of the County's in 1970; 75% of the County's in 1976; and 70% of the County's in 1980.

Table VI
Sand City's Appropriate Share

	1976 Base	1985 Projection	Projected Increase Over A Nine Year Period to 1985	Percent Increase
Population Overall	211	400	189	+89.6%
Group Quarter Population	0	0	0	-
Household Population	211	400	189	89.6%
Number of Households	94	182	88	93.6%
Lower Income Households, i.e. 40% of all households	61 ^a	73	12 ^b	19.7%
Average household Size	2.24	2.20	-0.04	-1.8

Annual Average Increase in All Households = 10

Annual Average Increase in Lower Income Households = 1.3

^a Note that, in 1976, 65% of all households in Sand City were lower income.

^b Appropriate share of 182 projected households (40%) = 73

Table VII
Median Incomes

Year	Sand City	Monterey County	City's % of County's Median Income
1970 ¹	\$ 7,500	\$ 9,730	77%
1976 ²	8,859	11,855	75%
1980 ³	13,000	18,400	70%

¹ U.S. Census, 1970

² California State Department of Finance, Special
Census, 1976

³ AMBAG and City Planning Department

The State Housing and Community Development Department (HCD) defines "lower income" households as those having 80% or less of the median income of the County. Households having less than 50% of the median income are considered "very low" income by the State. In comparison, HCD defines moderate income

households as those having 80% to 120% of the median income, and above moderate incomes as anything above this. Sand City is considered a lower-income residential area since its household income ranges between 50% and 80% of the County's median figure of \$18,400. Table VIII shows household income distribution within Sand City.

Table VIII
Annual Household Income - 1976

Income Level	Percentage of Sand City Households
Less than \$4,000	28%
4,000 to 6,999	26%
7,000 to 9,999	14%
10,000 to 12,999	2%
13,000 to 15,999	12%
16,000 to 19,999	6%
20,000 to 24,999	2%
Above 25,000	10%

Source: 1976 Mid-Decade Census

According to state definitions, and based upon the 1976 Census data, the distribution of Sand City's population among the state's four identified income levels is estimated below:

Very Low Income Residents (50% of County Median--\$5,930)	44%
Other Low Income Residents (51%-80% of County Median Income--\$5,930 to \$9,484)	22%
Moderate Income Residents (81%-120% of County Median Income--\$9,485 to \$14,226)	8%
Above Moderate Income Residents (121%+ of County Median Income--\$14,227+)	26%

It is estimated that approximately 68% of the City's total households are in need of housing assistance. Approximately 25% are overpaying for housing, and some may be in need of housing subsidies. In the past it was generally agreed that families who were paying more than 25% of their incomes for housing were overpaying. This definition of overpayment is being revised to 30% by the federal government and some lending institutions. The majority of households in need of assistance are renters. There are currently no housing assistance programs administered in Sand City.

Since Sand City is primarily an employment center and the majority of its work force commutes to the City each day, it would be more accurate to base housing affordability upon the average income of a typical Sand City worker or the average household income of those who live in the Monterey Peninsula area rather than upon workers who live in Sand City's 94 dwelling units.

The average income of a Sand City worker is assumed to be at or above the County's median income of \$18,400 since much of the employment base is in the manufacturing, construction and transportation industries. (These industries are generally higher paying.) This income figure is significantly higher than estimated existing household incomes within the City.

The average household income of those who live in the Monterey Peninsula area for 1976 was \$13,360 and in 1980 was \$19,560. Average household income for those who live on the Monterey Peninsula, as a whole, is \$1,160 above the County's median income while that of those who live in Sand City is \$5,400 below.

Housing Characteristics

Existing Dwelling Units

Sand City's environment consists primarily of vacant lands with dispersed commercial and industrial uses. The area west of Highway One has no residential development, whereas the remaining area east of Highway One, contains 94 housing units, 3 of which are located within the Coastal Zone. According to AMBAG's housing needs report, approximately 30 of these 94 units were substandard in 1980. Table IX lists the number and type of dwelling units.

Table IX Number and Type of Dwelling Units		
	1976 ^a	1980 ^b
Single Family	79	78
Duplex	2	2
Mobile Home	14	14
TOTAL	95	94
^a California State Department of Finance, Special Census, 1976		
^b 1980 Census		

Sand City's current population is primarily housed in single family dwellings. Most of these units were developed in the 1920's and 1930's long before Sand

City was incorporated in 1960. None of these units are located in areas zoned for residential use. Residential uses may be conditionally permitted in all zones other than residential in Sand City.

Household Size

The average household size has decreased from 2.24 in 1975 to 1.93 persons per household in 1980. This is a result of a decreasing population compared to the number of dwelling units. Approximately 3% of the City's total housing units are subject to overcrowded conditions (1 owner unit and 2 rental units). Overcrowded housing has been defined as the number of occupied housing units with more than 1.01 persons per room. Therefore, citywide overcrowding is not a significant problem since the average household size is 1.93 persons per household.

Household Tenure

In 1980, owner-occupied homes comprised 36% of the City's total housing stock, while renters occupied 64% of the total dwelling units. In comparison, the homeowner to renter in Monterey County as a whole is 60% to 40%.

Housing Values and Rents

Significant increases in the cost of housing have occurred since 1970; the average two bedroom home selling for around \$14,000 in 1970 could sell for over \$100,000 today. Rents also have increased from an average of \$150 per dwelling unit in 1970 to over \$400 today. The average home in California costs approximately \$75,000, whereas on the Monterey Peninsula the average home exceeds \$110,000. In Sand City in 1980, median housing values for owner-occupied housing were \$47,500. Median rents were \$210.

Increases in housing costs are due to inflation in materials, labor and land processing fees, and steep increases in interest rates. Additional local reasons for increased costs in housing are the scarcity of land available for new housing development within the city limits of Seaside, Monterey, Del Rey Oaks and Sand City, the large number of retired persons in this area, the military, and the high demand for housing.

Vacancy Rate

The Federal Department of Housing and Urban Development defines a "tight" housing market or "shortage" of housing as an overall vacancy of 5% (2% for sale and 3% for rent). Vacancy rates fluctuate yearly, depending upon the economic trends that influence the supply of housing. In 1976, Sand City had an estimated vacancy of 1%. There was one vacant unit for rent and none for sale. According to the 1980 Census, there were 20 vacant units, representing a 3.2% vacancy rate. Since the vacancy rate is below 5% a tight housing supply exists.

Housing Conditions

All of Sand City's housing stock was constructed before 1960. Much of Sand City's housing is in need of rehabilitation. Considering that household incomes averaged \$13,000 in 1980, owner-residents have a difficult time affording household repairs or rehabilitation. Many owners who are not residents do not want to invest in older housing that will most likely, in the near future, become a commercial use.

Since Sand City's incorporation in 1960 many housing units have been lost to demolitions. A significant number of dwelling units demolished were sub-standard units located in the "M" Manufacturing zoning district. Since 1960, 79 dwelling units have been demolished in Sand City. This represents an annual average loss of approximately 3%. Typically, units which have been demolished have been condemned and cannot be rehabilitated. There have been no recent demolitions of units in the Coastal Zone. There have been only 4 demolitions since 1981. Future demolitions are expected to occur at a similar low rate, if not lower. The extent of demolitions should be more than fully offset by the amount of new housing that is projected to be constructed.

In 1980, approximately 32% (30 units) of the overall housing was rated by AMBAG as needing repair. Many factors should be considered as important indicators for predicting future housing quality. These include original quality of construction, level of maintenance, ownership vs. rentership, and number of occupants. Many older single family dwellings (i.e., many of those in the "M" Manufacturing and "C-2" Heavy Commercial zoning districts) that are located in areas zoned other than Residential are allowed to deteriorate because many owners are waiting for higher density commercial or manufacturing development to occur on their properties. Another reason for deteriorating housing is lack of ability to afford repairs. The cost of housing repairs has increased throughout the years, leaving many homeowners who are on fixed incomes without the means to repair deficiencies.

City estimates indicate that of the 30 housing units needing repair, only 5 are suitable for rehabilitation. The remaining 21 require extensive repairs and have been judged unsuitable for rehabilitation. The fact that all units are located outside of residentially zoned areas further limits the suitability for rehabilitation. Recently enacted legislation (SB 626) requires that replacement housing be provided for housing units demolished in the Coastal Zone. This law requires the replacement of those dwelling units occupied by persons and families of low or moderate income. There are three dwelling units located in Sand City's Coastal Zone. The new legislation requires that replacement units be provided for demolished coastal units, only where feasible, if the converted or demolished structure contains fewer than three dwelling units. This situation applies to Sand City since all three coastal units are single-family houses. Determination of feasibility takes into account economic, environmental, social and technical factors. If replacement is deemed feasible by the City, replacement of the unit can be made on-site or at another location within the Coastal Zone or within three miles of the Coastal Zone.

Energy Conservation

The State of California currently requires that energy saving measures be applied to new dwellings through the Uniform Building Code. In addition, building design features which can improve energy efficiency include lot and building orientation that emphasize passive solar utilization, such as a concentration of southern facing windows and skylights, and avoidance of north facing windows; and construction of attached dwellings which promote energy efficiency. Sand City should encourage all site and building designs which are energy efficient.

The California Energy Commission (CEC) is in the process of revising the State's energy conservation standards for new residential buildings. The standards are intended to reduce the electricity and gas now used in typical residential buildings by at least 80 percent for new buildings. According to the CEC, new residential buildings can be designed and built which save 80% or more energy and still meet the current building standards. Such residences currently are being built and marketed successfully by innovative builders throughout the state. The CEC estimated that, when using marginal costs, building standards designed to save 80% or more of current energy may not only be technically feasible, but also immediately cost effective. The CEC's adopted measures currently are being analyzed by the State Building Standards Commission, which is composed of government and industry representatives.

Special Housing Needs

Sand City is primarily an employment center. New housing is needed to coordinate with additional jobs in the community, and vice versa, so that persons can reside reasonably near their places of employment. This would reduce additional stress on the localized regional housing market (Seaside, Marina, Monterey and Del Rey Oaks), which will not be able to absorb that much additional housing without significant annexations. Also, the City supports the mixing of residential uses in Light Commercial (C-1) areas. This concept offers promise for increasing the housing supply.

Other special housing needs include housing for retired persons, assuming there is a correlation between senior citizens and retired persons (65 years or older). Approximately 9.5% (1976) of the Monterey Peninsula population is over 65 years of age, compared to 10.9% for the City of Sand City. Retired persons' share of the Monterey Peninsula population is significant since they find the Monterey Peninsula an attractive place to retire. The cost of housing on the peninsula, however, has escalated rapidly, and this factor will hamper senior citizens from seeking homes in this area. Based on these considerations AMBAG has forecasted that senior citizens will total 9.8% by the year 2000. Based on AMBAG's projections, at least 10% of Sand City's future housing may be absorbed by retired persons.

Other potential groups with special housing needs were evaluated including large families, female headed households, and handicapped households. In Sand City there is a very small percentage of households that fall within these categories. There are: 1 large family household, 3 female-headed households,

and an estimated 5 households with disabled persons, representing approximately 1%, 3.5% and 6%, respectively, of the City's total households. For disabled persons, the 1980 Census only identifies people who have a "work-related disability," or a "disability which prevents them from working." From these descriptions the type or extent of the disability is not known.

The number of lower income residents who reside in the City and are estimated to be overpaying for housing was previously presented. The following estimates are made for the number of households with special housing needs that also are lower income and overpaying.

Elderly Households	8
Female Headed Households	1
Households with Disabled Persons	2

Another special housing need is affordability. In Sand City, 68% of the households have incomes lower than \$10,000 annually (see Table VIII). Based on this figure, Sand City must find methods to provide affordable and adequate housing for those segments of the community which are in need.

Projected Housing Needs and Site Availability

The Housing Plan must determine the number of units that need to be constructed by 1985. To use existing growth rates and project them into the future would yield no additional housing need since the number of units and population has been decreasing since Sand City's incorporation in 1960. AMBAG has estimated housing unit projections based on an average annual growth rate of 9%. According to AMBAG's housing needs projections, 88 households will be formed in Sand City between 1976 and 1985. This represents approximately nine additional units per year. Of these 88 households, approximately 12 lower income units will be needed by 1985. Sand City currently has 61 lower income households AMBAG estimated the net increase in housing units and total new construction needs for the City based on expected household formations, a vacancy factor to maintain a healthy housing market, and replacement units for demolished units. Table X presents these housing unit projections.

Actual construction in Sand City has been considerably slower than AMBAG's projections. Since the 1980 Census, approximately 5 units have been constructed within the City. In order to project housing unit needs until 1985, it would be more accurate to use a lower growth rate to reflect Sand City's actual growth. If a 3.5% growth rate is used (which is similar to the growth rate of other small cities within the County), the number of projected units is greatly decreased from AMBAG's projections. Table X presents these housing unit projections for the years 1983-85.

Pursuant to Housing Element requirements, housing needs projections must be made for all income levels. According to the estimated income levels in Sand City, the construction need of 8 housing units can be distributed among four income levels, as follows:

Very low income	4 units
Other low income	1 unit
Moderate Income	1 unit
Above moderate income	2 units

Table X
Estimate of Net Increase in Housing Units and Total Construction Need--1985

Household Increase		Vacancy Factor		Net Increase In Units		Replacement Units		Total Construction Need
7 ^a	+	1 ^b	=	8	+	0 ^c	=	8

^a 7 new housing units will be needed to accommodate new household formation.

^b 1 new housing unit will be needed to create a vacancy factor.

Source: City Estimates.

However, because Sand City has more than its regional share of lower income households, it should attempt to diversify its housing choices. According to AMBAG's appropriate share calculations, Sand City should seek to provide for 12 lower income housing units. It should be noted that AMBAG's appropriate share projection was based on a significantly higher growth rate than has been experienced in Sand City.

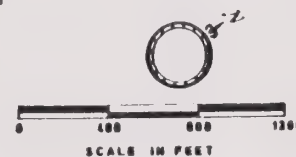
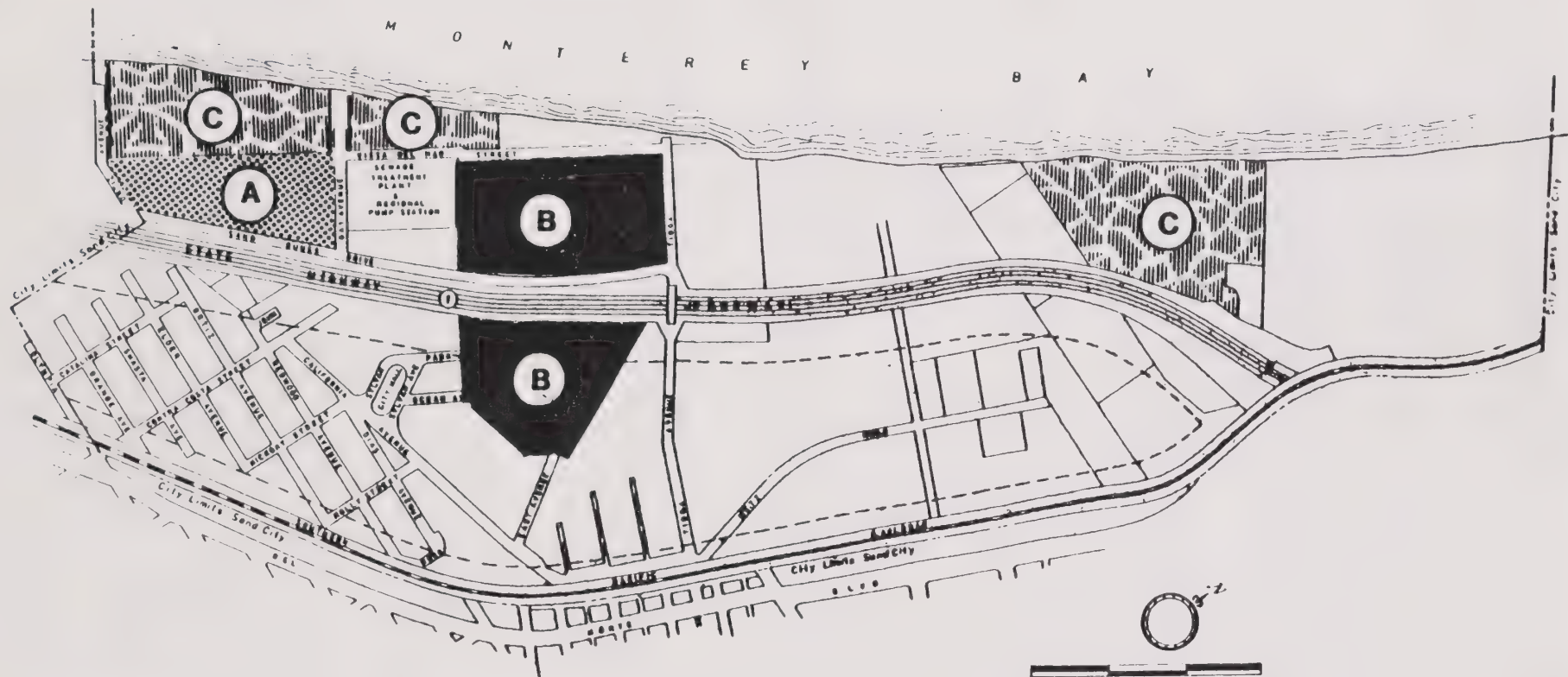
At the present time there are approximately 40 acres of vacant residentially zoned land within the City, identified in Figure III. Most of this land (approximately 32 acres) is in the Coastal Zone which sets land use priorities such as visitor-serving uses over residential uses. Approximately 8 acres of high density residentially zoned land are not within the Coastal Zone.

There are also approximately 18 vacant acres zoned for non-residential use. This area is within the Coastal Zone and will need public services. The zoning ordinance will conditionally allow residential condominiums and high density residential uses. Residential uses which may be permitted in the "M"-Industrial/Manufacturing Zone are subject to City Council approval.

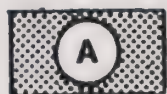
Using average density figures from the 1980 General Plan and assuming an average of 27 units an acre for the 30 acres of existing vacant high density residential lands, approximately 810 units could be constructed. On the land designated Low Density Residential, 141 units could be constructed, assuming a density of 14 units per acre. Other lands in the C-1 zoning districts along the west side of State Highway One could be developed Residential. Therefore, at least 951 units could be built in Sand City's existing residential zones.

Sand City is in the process of preparing its Local Coastal Plan (LCP). According to the Plan, at least 515 permanent residential units on 20.5 acres could occur in Sand City's Coastal Zone. The land uses indicated in the Plan may be changed, depending upon its outcome. These residential areas are shown in Figure IV. The following policies, with regard to residential development and densities, are contained in the LCP:

- a. Residential, Medium Density: 14-25 dwelling units per acre. Allow all permitted uses in the low density designation, but encourage clustered multi-family attached structures at medium density.



LEGEND



Low Density



High Density



Non Residential

SAND CITY GENERAL PLAN

VACANT LANDS

Figure III

b. Residential, High Density: 25-35 dwelling units per acre, except in areas designated as Special Treatment, where the following standards shall apply:

- o Allow 1 dwelling unit per existing recorded lot (recorded as of 1981) between 1875 and 2250 square feet.
- o Allow 2 dwelling units per every 2,250 square feet, but only for existing recorded lots (recorded as of 1981) greater than 2,250 square feet or for lots that are consolidated to create new lots greater than 2,250 square feet.
- o allow clustered multi-family attached structures, usually in the form of a planned unit development at high density. The intent of this district is to promote small lot consolidation, a mixture of affordable housing and open space, while promoting residential living units.

According to preliminary designations, 515 residential units could be potentially constructed in the Coastal Zone, as follows:

Medium Density	140 units	(7.0 acres)
High Density	375 units	(13.5 acres)
<hr/>		
TOTAL	515 units	20.5 acres

An additional 144 residential units could be constructed in the high density residentially zoned area outside of the Coastal Zone. Therefore, Sand City has a more than adequate amount of vacant land to meet its projected housing needs.

While Sand City has a substantial amount of vacant residential lands within the city limits, these lands currently lack services such as roads, sewer and water. The initial costs required to extend these services are high. In order to make these lands available for future development, some financing methods would be necessary to establish services. Formation of special service districts is one method.

Another concern is the long-range capacity of the Seaside Sewer Treatment Plant. Currently the plant is nearing full capacity. As development occurs remaining treatment capacity will be absorbed. The Monterey Regional Water Pollution Control Agency is currently examining possible alternatives to increase capacity.

The City of Sand City was allocated 356 acre feet of water by the Monterey Peninsula Water Management District. In the 1980-1981 water year (July 1 to June 30) Sand City actually used 69.6 acre feet, or 19.6% of its given water allocation. The City therefore has a remaining allocation of 286.4 acre feet to supply the needs of future growth for the entire City until additional water supplies are developed. This water supply can be considered a constraint in the City's land use planning process.

Governmental Building Constraints

Governmental policies and regulations can constrain future residential development to varying degrees by imposing requirements and limitations on residential development. These actions in turn can affect the cost of housing. Generally, these governmental constraints include land development controls, development processing procedures and fees, requirements for provision of services and facilities, and use of federal and state programs.

Land development controls include policies and regulations contained in the City's General Plan, Zoning Ordinance and Building Code. Generally, City land use controls in Sand City are not a constraint to housing development, either through zoning or building code enforcement.

According to the 1980 General Plan, up to 45 dwelling units per acre could be constructed in high density areas. Densities in the LCP allow up to 35 units per acre. The densities in the LCP are high and will help to keep housing prices lower. Densities in the existing Land Use Plan and Local Coastal Plan, therefore, do not indicate a constraint to residential development. Table XI illustrates General Plan and Coastal Plan Densities.

Table XI
Residential Densities

General Plan	Low Density Residential	14 units per acre
	High Density Residential	9 to 45 units per acre
Local Coastal Plan	Medium Density Residential	14 to 25 units per acre
	High Density Residential	25 to 35 units per acre

Source: Sand City General Plan, 1980; Local Coastal Plan, December 1981

Development processing fees, permit fees, and service fees can add costs to housing projects. Sand City's processing fees are comparable to those of surrounding jurisdictions. The fees charged by the City and local districts are presented in Table XII.

The provision of many public services, which historically had been the role of government, is now being transferred to developers. The result often adds to increased housing costs for the buyer and renter. Cities and counties have found it increasingly difficult to bear all the costs of providing public services, especially since the passage of Proposition 13. Developers now are responsible for road construction and enlargement, extension (and, at times, enlargement) of water and sewer lines, and provision of drainage systems, sidewalks and street lighting.

In the City of Sand City, developers are required to provide the public service support systems. One problem, in particular, has to do with existing sewer and water lines, many of which are either old or undersized throughout the City. Often a developer may have to enlarge old, existing lines prior to connecting the new development. This of course entails additional costs.

Table XII
City of Sand City Schedule of Fees

Zoning Reviews and Subdivisions

<u>Action</u>	
Rezoning	\$200.00 (plus \$10.00 per acre)
Variance Permit	75.00
Conditional Use Permit	100.00 (without new construction)
	125.00 (with new construction)
Planned Unit Development (PUD)*	300.00 (plus \$5.00 per unit)
Preliminary Land Use Determination	150.00
Freeway Sign Plan	75.00
Housing Moving Permits	40.00
Home Occupation Permits	50.00
Major Subdivisions \$ Tentative Map	350.00
Final Map	200.00
Minor Subdivision (4 or less lots)	150.00

Environmental Review (CEQA)

Exempt	0.00
Negative Declaration	75.00
Negative Declaration with State Review ...	125.00
Negative Declaration with Mitigation	200.00 (state review included if necessary)
Environmental Impact Report (EIR)**	400.00
EIR with State Review**	450.00
Environmental Review Decision	
Appeals to the City Council	50.00

The following shall apply (by City Council determination) for planning actions that may involve processing costs above the amount required in the Planning Action Schedule of Fees:

Any applicant for any license or permit shall, at the applicant's own expense, supply such maps, information and reports as may be prescribed by City officers for purposes of making the determinations required. The applicants shall pay all costs incurred by the City in obtaining information for reports, and in preparing, evaluating, posting and advertising in connection therewith. The City Council may require advance deposit of anticipated costs. The City shall also receive and consider any information in connection with the project offered by any member of the public or any other public agency. A cost estimate (for costs to be incurred) shall be prepared by the City Planner for each project that the City Council determines will exceed that amount as listed in the Planning Action Schedule of Fees.

*In the event a Rezoning application accompanies the PUD application, the \$10.00 per acre fee shall be waived.

**These fees are administrative only, and do not cover the preparation cost of the EIR. Actual EIR costs will be predetermined and the applicant will submit the said funds to the City of Sand City prior to EIR preparation.

The time required to process residential projects depends upon the size and scope of the project. Any time delays in processing can ultimately add costs to housing. Delays in processing may occur if environmental review, pursuant to the California Environmental Quality Act (CEQA) requires an EIR to be written. At times, approvals from other agencies such as the State Coastal Commission may be required for certain types of projects. Generally it is agreed that the City of Sand City processes development applications in a timely and efficient manner. The City's site plan review process allows a developer to present a preliminary development plan of the basic concept of the development for approval prior to preparation of final detailed plans, which can help minimize costs.

Various federal and state housing assistance programs are administered through the Federal Department of Housing and Urban Development, the State Department of Housing and Community Development and the California Housing Financing Agency. Generally, problems with these funding sources include limited funding availability, eligibility criteria, public opposition to public housing, and administrative paperwork involved with preparing applications.

Nongovernmental Building Constraints

The national economy, which has experienced increasing inflation and interest rates, has added to high housing costs. As a result, the cost of land, labor, materials, borrowing and site preparation has increased dramatically. These costs, along with increasing interest rates, not only have affected the construction industry, but also have limited residents' ability to purchase, thereby further tightening the housing market. Below is the breakdown of the cost components for a typical two-bedroom (1,200 square feet) house in the Sand City/Seaside area.

Land (with water and sewer available).....	\$ 40,000	39%
Permit Fees.....	\$ 1,500	1%
Construction (50% materials, 50% labor)...	\$ 60,000	60%
	<hr/>	<hr/>
	\$101,500	100%

In comparison, it is estimated that the cost of constructing a multiple family unit on the Peninsula in this area is approximately \$77,000-\$80,000 per unit. This estimate will vary according to the actual number of units constructed per project.

Financing remains one of the largest obstacles to the housing problem. The current high interest rates are making housing unaffordable to most people. Another concern recently expressed is the fact that many banks require a project to receive all local approval prior to their committing loans. This also adds costs.

HOUSING PLAN

Goals and Objectives

The intent of this housing plan is to provide decent housing and a suitable living environment for the entire community. The housing goals of the City of Sand City are:

1. To provide housing opportunities to meet the employment growth needs in Sand City.
2. To encourage provision of affordable housing for all segments of the City's population and labor force.
3. To assure that the City's housing stock is maintained and upgraded where feasible to meet necessary health and safety requirements.
4. To insure equal housing opportunities for residents and workers alike.
5. To promote regional coordination of housing programs between city, County and state governments, citizens groups and the private sector.
6. To designate areas suitable for residential development.
7. To encourage energy conservation measures in new housing.

In order to achieve its goals, Sand City will strive toward meeting the following general objectives, to the maximum extent feasible, by July 1984.

1. Promote construction of 94 new housing units, or at a rate equal to the City's employment growth.
2. Facilitate construction of units affordable to lower income households to insure that 40% of the housing stock is affordable to lower income persons.
3. The City has 30 substandard units, which should be rehabilitated at a rate of 2 units annually. This represents an annual rehabilitation of 5% of the City's total need.
4. Promote conservation of 9 existing affordable rental units.

Housing Policies and Programs

Housing is a major concern for those who live and work in Sand City. These policies and programs set the framework for the necessary community effort and involvement. The plan for residential opportunities focuses upon five housing concerns: new residential development, housing affordability, housing preservation, Sand City's special housing needs, and energy conservation.

The intent of these policies and programs is to provide a range of housing choices with public services necessary to support residential development. Specifically, these programs address the problems of providing sufficient housing to meet the City's special housing needs, the need for a better mixture of housing types, the need for more apartments and rental units, the concerns regarding the lack of urban services in undeveloped areas, the inadequacy of many urban services in existing developed areas, providing an appropriate share of lower income housing, providing rehabilitation assistance and promoting energy conservation.

Residential Opportunities and Development

Policy A: Encourage production of new residential development that provides a choice in housing type, density, cost and tenure, to meet the housing needs of all segments of the population, regardless of race, sex, marital status, age, ethnic background, physical condition, or family size.

The location of future residential development will be within the existing city limits. This includes all vacant residential land within city limits.

Program 1: Use Figure V, Proposed Sites Suitable for Residential Development, to indicate future residential development areas and densities. Definitions for density designations are as follow:

Medium Density areas are suitable for clustered multi-family and attached structures within the moderate to above moderate income range.

High Density areas are suitable for clustered development and high density planned development within a range of income levels.

This Map should guide future housing developments and specific locations for residential development are designated. Housing needs, availability of urban services, and environmental and coastal resources are considered in designating land uses.

Program 2: Encourage a mixture of residential types in all zones where residential development is permitted.

Program 3: Encourage provision of affordable housing units for persons and families of low or moderate income in new developments.

Policy B: Encourage a continually expanding supply of ownership and rental housing in Sand City for persons of all income and ethnic groups.

Program 4: Maintain a balance between rental housing opportunities and home ownership by encouraging development of new units and retention of existing units.

Policy C: Ensure the provision of urban services for future residential development.

Program 5: Evaluate and coordinate all opportunities for providing services to new developments, including formation of assessment districts, phased capital improvement programs between the City and other assessment districts, federal and state grants, joint powers agreements, and issuance of special bonds.

Affordability

Policy D: Encourage the production of affordable rental and ownership housing for low and moderate income households throughout Sand City.

Program 6: Encourage the construction of affordable building types such as mobile homes, modular and manufactured housing.

Program 7: Allow construction of secondary rental units as part of new commercial and industrial developments and as a part of existing residential units after City review per the following criteria.

- a. Limit amount of residential square footage per commercial/industrial square footage to no more than 50% of the total commercial/industrial square footage shall be residential.
- b. Limit maximum size of a secondary unit, such as to 650 square feet. (This corresponds to the limit in the recent Mello bill).
- c. Require that the residential unit be suitable for living with regard to all health and safety requirements, noise conditions of surrounding uses, etc.
- d. Acknowledge priority of commercial/industrial uses by requiring that a statement be issued to potential renters advising them of potential nuisances of surrounding uses, and that subsequent complaints may not be valid. The statement will be provided by the City.
- e. At least one parking space per unit is provided and any traffic concerns are addressed. The parking requirement may be waived for one unit if dual parking use is feasible.
- f. Projects will be evaluated on a case-by-case basis, utilizing these criteria.

As an incentive allow a waiver of development tax, plan check, and building permit fees up to \$2,000 for construction of a secondary residential rental unit. Require that secondary units be used for rental purposes only. Require a minimum five-year residential rental period through deed restriction if a waiver of fees has been granted by the City.

Program 8: Provide incentives to builders such as density bonuses or fee waivers (where feasible), for construction of affordable housing units for low and moderate income families.

Program 9: The City should identify, help facilitate and help solicit federal and state financial assistance for the construction

of rental housing units and for rent subsidies to low and moderate income households, as funds are available. These funds include low-interest loans, grants, and rent subsidies, and are administered by the U.S. Department of Housing and Urban Development, the California Housing Finance Agency, Farmers Home Administration, and the State Department of Housing and Community Development.

Program 10: Cooperate to the maximum extent feasible with all public agencies (such as the County Housing Authority) and non-profit housing organizations in mutual efforts to provide affordable housing.

Program 11: Require all new residential developments in the Coastal Zone to provide low- and moderate-income housing, where feasible. All residential developments proposed within the Coastal Zone will be evaluated on a project-by-project basis to determine the feasibility of providing low and moderate income units according to the following guidelines.

1. The City's share of regional low and moderate income housing needs will be evaluated and compared with the City's General Plan and existing housing conditions in the City to determine the extent of additional housing that is needed for these income groups.
2. If additional low and moderate income units are needed, the potential for providing these units within the proposed coastal development will be evaluated according to economic, environmental, social, and technical constraints. Economic factors include whether the project feasibility can be assured if such units are provided. The City will evaluate and offer any incentives to the developer to provide such units. Any environmental and service constraints will be identified. The availability of other sites outside the Coastal Zone will be reviewed, as will the ways in which affordable housing is being provided in other parts of the City.
3. If on-site provision is not feasible, methods of off-site provision will be identified and evaluated for feasibility.
4. The City shall prepare findings of fact to support a determination of feasibility or infeasibility. The findings shall be based on the statutory definition of "feasibility" in Government Code, Section 65590(g)(3), which states:

"Feasibility" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technical factors.

Program 12: Review development processing procedures to determine whether and how the process can be streamlined to help reduce costs of new residential development.

Policy E: Encourage and promote innovative housing development plans that will help to increase the number of affordable housing units.

Program 13: Encourage developments that utilize concepts such as cluster development, lot consolidation or zero lot lines to help reduce costs and provide affordable units.

Housing Conditions and Neighborhood Quality

Policy F: Enhance the livability of existing residential units by assuring that all housing units provide a healthy and safe environment for their inhabitants.

Many Sand City home owners have occupied their homes for long periods of time and have experienced problems in preventing physical deterioration of their homes brought on by age. Many renters also experience similar problems due to absentee ownership or landowners who do not have the money to rehabilitate their units.

Program 14: Help solicit and, if available, encourage maximum utilization of, federal and state funds for low interest loans and grants for the rehabilitation of ownership and rental properties.

Program 15: Prepare and utilize a standardized format for evaluating immediate and long range service capacities and costs resulting from new developments in order to assure the City's ability to provide and maintain necessary public improvements in new residential developments.

Program 16: Require replacement for those dwelling units demolished in the Coastal Zone, if feasible, as established by City guidelines.

Program 17: Allow dwelling units that are proposed for demolition to be relocated, if feasible, and if housing conditions are satisfactory, and access and services can be provided at the relocated area.

Special Housing Needs and Accessible Housing

Policy G: Provide housing opportunities by coordinating new housing with existing and future employment in the community so as to promote the option of residing reasonably nearby places of employment.

Program 18: Encourage maximum use of public and private resources identified in Programs 9 and 10 to help solve special housing problems.

Policy H: Require that new residential development meet the special housing needs of elderly retired persons.

Program 19: Encourage maximum use of public and private funds to help solve special housing needs of the elderly (retired persons).

Program 20: Cooperate with federal, state and regional agencies to promote open housing choice and equal opportunity housing. The City will contact the state to advise them that any complaints regarding housing discrimination received by the City will be referred to the State Department of Fair Employment and Housing, which will investigate any complaints.

Energy Conservation

The function of this portion of the Housing Plan is to involve the City in the promotion of energy conservation. This Plan is intended to provide a local context regarding energy issues and opportunities which will serve as the basis for developing a policy position on energy and energy conservation in housing.

Policy I: Regulate the use of land to minimize energy consumption and maximize the efficiency of energy consumed.

Program 21: Encourage programs that emphasize energy retrofitting in existing residential structures via insulation and weather-stripping.

Retrofitting of existing residential buildings with insulation and energy conserving devices may well be the most cost effective measure to reduce energy consumption. The effectiveness of these programs can be promoted by working with utilities which offer free energy audits. California cities have found that "weatherization" of all existing residences would pay for itself within five years.

Program 22: Promote the use of passive and active solar systems in new and existing residential buildings.

Through the City's development review phase of a proposed project, the use of solar energy systems should be encouraged where appropriate. Designs that take advantage of optimum lot and building orientation will become increasingly cost effective as energy prices continue to rise.

Policy J: Work with other local, state and federal agencies, public utilities, and community organizations to implement energy conservation and longer range renewable energy development programs.

Energy programs are of regional as well as local concern. The City should work with other cities, AMBAG, County of Monterey and other agencies to develop an integrated energy plan.

Program 23: Create a City Energy Task Force to work with other cities to examine the potential benefits of energy incentives in relation to imposed energy conservation programs and identify community priorities in energy matters.

A City Energy Task Force, developed to work with other cities and the County's Energy Task Force, should be responsible for fully developing energy programs, promoting public awareness and seeking funds for energy programs.

HOUSING PROGRAM SUMMARY

PROBLEM: Residential Opportunities and Development

TARGET RESIDENT/WORKER: All Residents/Workers

PROGRAM(S): 1, 2, 3, 4

PROGRAM ACTIONS: Use proposed housing map to indicate future residential development areas. Encourage a mixture of residential types. Provide housing for low and moderate income families.

OBJECTIVES: Increase supply of ownership housing and rental units to the extent that is economically feasible and consistent with population growth trends.

TIMING: 1982-1984

FUNDING: Private

RESPONSIBLE AGENCY: City Council

PROBLEM: Affordability

TARGET RESIDENT/WORKER: Moderate Income Residents/Workers

PROGRAM(S): 6, 7, 8, 10, 11

PROGRAM ACTIONS: Construction of affordable building types such as mobile homes and modular and manufactured housing.

OBJECTIVES: Increase housing opportunities for moderate income residents/workers.

TIMING: 1982-1984

FUNDING: -

RESPONSIBLE AGENCY: City Council

HOUSING PROGRAM SUMMARY

PROBLEM: Affordability

TARGET RESIDENT/WORKER: Low-Moderate Income Residents/Workers, Elderly Residents

PROGRAM(S): 8, 9, 10

PROGRAM ACTIONS: Actions stated in Program

OBJECTIVES: Increase housing opportunities for low-moderate income residents/workers.

TIMING: 1982-1984

FUNDING: Private, CDBG

RESPONSIBLE AGENCY: City Council

PROBLEM: Affordability

TARGET RESIDENT/WORKER: Low Income Renters (including elderly & small families)

PROGRAM(S): 9, 10

PROGRAM ACTIONS: Actions stated in programs. Pursue joint venture with County to increase Sec. 8 rent subsidies within City.

OBJECTIVES: Reduce monthly rents for low income residents/workers.

TIMING: 1982-1984

FUNDING: Federal, HUD, Section 8

RESPONSIBLE AGENCY: City Council; Housing Authority

PROBLEM: Affordability

TARGET RESIDENT/WORKER: Moderate Income Owners

PROGRAM(S): 6, 9, 11, 12, 13

PROGRAM ACTIONS: Pursue joint venture with County to seek funding, if available, for mortgage assistance to owners.

OBJECTIVES: Mortgage assistance.

TIMING: 1982-1984

FUNDING: Joint Public/Private (Tax Exempt Mortgage Revenues Bonds; Equity Sharing)

RESPONSIBLE AGENCY: City Council, Housing Authority

HOUSING PROGRAM SUMMARY

PROBLEM: Codes, Standards and Development Processing

TARGET RESIDENT/WORKER: All Residents/Workers

PROGRAM(S): 12, 13

PROGRAM ACTIONS: Actions stated in Programs. Implement any measures that may reduce housing costs based upon findings of review.

OBJECTIVES: Reduce housing costs.

TIMING: 1982-1984

FUNDING: -

RESPONSIBLE AGENCY: City Council

PROBLEM: Housing Condition

TARGET RESIDENT/WORKER: All Residents/Workers

PROGRAM(S): 14, 15, 16, 17

PROGRAM ACTIONS: Actions stated in Program

OBJECTIVES: Repair substandard housing at a rate of 2 units annually.

TIMING: 1982-1984

FUNDING: Community Development Block Grant; State Marks-Foran Residential Rehabilitation Act, HUD Section 312

RESPONSIBLE AGENCY: City Council

PROBLEM: Provision of Services

TARGET RESIDENT/WORKER: All Residents/Workers

PROGRAM(S): 6, 15

PROGRAM ACTIONS: Actions stated in Program

OBJECTIVES: Help reduce housing costs.

TIMING: 1982-1984

FUNDING: Community Development Block Grant

RESPONSIBLE AGENCY: City Council

HOUSING PROGRAM SUMMARY

PROBLEM: Special Housing Needs

TARGET RESIDENT/WORKER: All residents and the elderly (retired)

PROGRAM(S): 18, 19

PROGRAM ACTIONS: Actions stated in Programs

OBJECTIVES: Provide affordable housing for workers and elderly (retired) persons.

TIMING: 1982-1984

FUNDING: Federal/Private

RESPONSIBLE AGENCY: City Council

PROBLEM: Equal housing opportunity

TARGET RESIDENT/WORKER: All Residents

PROGRAM(S): 20

PROGRAM ACTIONS: Actions stated in Programs.

OBJECTIVES: Promote equal housing opportunities.

TIMING: 1982-1984

FUNDING: -

RESPONSIBLE AGENCY: City Council

PROBLEM: Energy conservation

TARGET RESIDENT/WORKER: All Residents/Workers

PROGRAM(S): 21, 22, 23

PROGRAM ACTIONS: Actions stated in Programs; work with utilities & media to promote retrofitting; develop format to review developments for use of solar site design features.

OBJECTIVES: Increase energy efficiency.

TIMING: 1982-1984

FUNDING: -

RESPONSIBLE AGENCY: City Council

CIRCULATION ELEMENT

INTRODUCTION AND OBJECTIVES

Sand City realizes its basic economy is composed of heavy commercial and industrial activities that serve the entire Monterey Peninsula. A labor force of approximately 1,000 people work in Sand City, which has a population of approximately 182 people. Therefore, a strong dependence upon the automobile has resulted in increased problems related to air pollution, noise, traffic congestion during work hours, parking and large trucks travelling streets that are inadequate for their use. Heavy commercial and industrial traffic filters through residential areas in order to transport commodities in and out of Sand City.

Circulation objectives for Sand City seek to encourage alternatives to alleviate the following problems:

- * Streets that are inadequate for present and future uses.
- * Through traffic in existing and future residential areas.
- * Poor overall access and general circulation patterns throughout Sand City.
- * Dependence upon the personal automobile through promotion of the use of Monterey Peninsula Transit to and from this employment center.

EXISTING CONDITIONS

Monterey Peninsula Transit

Monterey Peninsula Transit presently serves the entire Monterey Peninsula, including routes to Big Sur, Carmel Valley, Marina and Salinas. The exception is Sand City, which does not receive transit service because it has failed to join the Monterey Peninsula Transit District. However, service is provided hourly in both directions along Del Monte Avenue, with stops at Canyon del Rey Road, Broadway Avenue, Heitzinger Plaza, Geary Plaza and La Salle Avenue. Del Monte Avenue is an arterial street which bounds Sand City on its southeast side.

Although Sand City is not presently a member of Monterey Peninsula Transit, a Joint Powers Agency, Sand City could be benefiting from bus service provided to the Seaside Area. It is the recommendation of this Plan that Sand City not only join the transit district and designate stop sites within the City, but also encourage use of its valuable service. Considering the increasing amount of people who are employed in Sand City, the transit system could provide a serious alternative to the present peak hour traffic congestion and parking problems in the City.

Trafficways

The streets in Sand City have been classified into four categories based on their main function.

- * Freeway--devoted exclusively to through traffic movement; State Highway One traverses Sand City. There is presently no direct access to this highway from the heart of Sand City.

- * Arterials--streets serve through traffic; Sand City itself does not have an arterial street. Del Monte Avenue in Seaside (located immediately southeast of Sand City's city limit line) is an arterial street from which most of Sand City's traffic flows.
- * Collector Streets--carry traffic within an area to arterials and provide access to adjacent properties. Some examples in Sand City include Sand Dune Drive, Contra Costa Street, California Avenue and Tioga Avenue.
- * Local Streets--provide access to adjacent properties only. Some examples are Shasta Avenue, Dias Avenue and Catalina Street.

At the present time, the majority of the streets in Sand City are in extremely poor condition, as detailed in the Sand City LCP Land Use Plan. This is due mainly to truck traffic and the low service level of the streets. With development in the area, conditions of these streets can be expected to deteriorate further. As a result, there will be a need to repair and upgrade these streets and address this in a 5-Year Development Program.

Existing Paper Streets

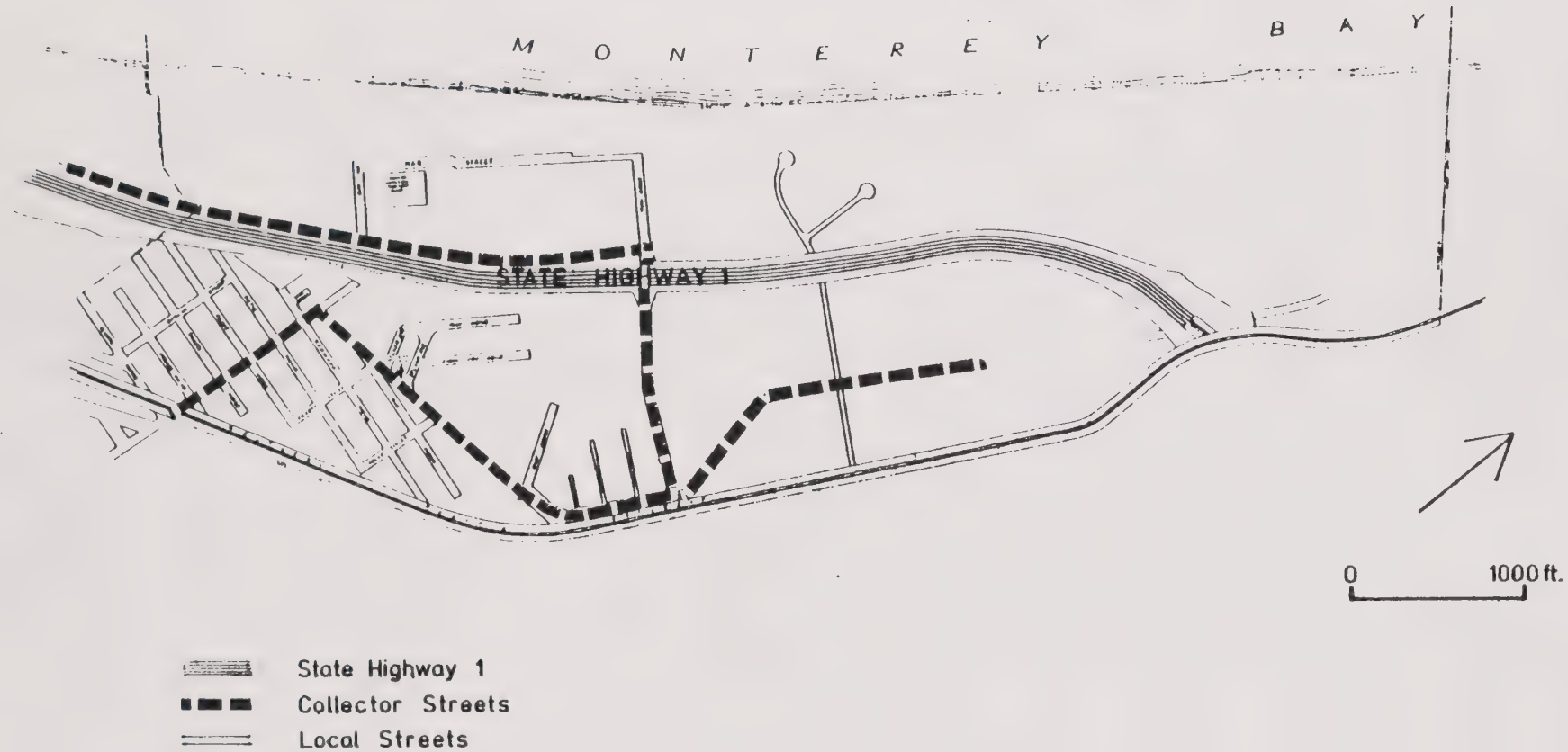
It is unknown at this time which, if any, of the existing paper streets will be developed. Many of these existing rights-of-way are substandard and grading and slope constraints also play a factor. In addition, the unknown configuration of future development in Sand City may be the most important missing entity. It is anticipated that individual developers and/or a group of developers forming an assessment district will pay for new street construction in Sand City. Those streets to be implemented will be determined by specific development proposals and the City of Sand City.

Parking

Demand for parking in the industrial and commercial areas of Sand City consists mainly of the weekday work force. On weekends, Sand City is virtually deserted. The parking problem is critical along streets where commercial and manufacturing activities exist. Streets in many of the commercial and manufacturing areas are occupied with vehicles impairing the ability of traffic to pass through. California Avenue, as well as most other streets in Sand City, is severely affected by this type of problem.

Bicycle Routes

There is a bicycle path starting north of Sand City to Marina. This bike path was intended to connect the Monterey Peninsula to Fort Ord and Marina. With the connection of Sand City and Seaside this bike path will be complete. The proposed route for this path is shown in the Open Space and Recreation Map and in the Sand City LCP Land Use Plan.



Note: There are no arterial streets in Sand City

SAND CITY GENERAL PLAN

EXISTING CIRCULATION PATTERN

Figure VI

CIRCULATION NEEDS AND POLICIES

Monterey Peninsula Transit

POLICY 8 Improve existing bus service in the Sand City area and increase bus service ridership through City-sponsored encouragement programs.

Improved bus service to Sand City is needed for several reasons. They are:

1. Presently, stops along Del Monte Avenue meet some present service needs; however, with energy costs rising, more people will choose to utilize the bus service;
2. Vehicle emissions will be significantly reduced if fewer cars are on the road, and peak hour circulation congestion and parking problems in the City could be significantly reduced;
3. If ridership is increased, access to Sand City may be increased from a greater regional distance (especially since the City acts as an employment center).

Program 11 It is recommended that Sand City join Monterey Peninsula Transit.

Program 12 Establish a bus route plan for Sand City in cooperation with the Monterey Peninsula Transit District. The route and pick-up areas should serve the commercial and manufacturing areas of Sand City, to best suit the employee. Residential service should also be explored, but at the present time it is second in preference.

Program 13 Coordinate bus service with working hours to encourage ridership.

Trafficways

A strong dependence on the private automobile leads to traffic congestion on Sand City streets. The individual employee and/or resident, coupled with the heavy commercial and industrial vehicle use in the City, creates overcrowding on Sand City's streets.

POLICY 9 Increase the number of persons carried per vehicle.

In addition to the need for public transportation in Sand City, present employees should be encouraged to use car pools.

Program 14 Promote car, van and bus pools through a City-sponsored and organized program. This program could be set up as a simple call-in list for names, location of home and employment and type and capacity of vehicle. To gain results from the program, it is a matter of putting the right parties together.

POLICY 10 Designate certain streets for truck routes.

Sand City currently and in the future will have trucks travelling through residential areas. This creates a nuisance for the residents in terms of noise and eventual destruction of the streets. As indicated on the Land Use Plan Map, several areas will be slated for residential development in the future. These areas should be protected from heavy commercial and industrial traffic.

Program 15 Signs designating truck routes shall be placed in various locations to protect residential development located in residential zones.

Program 16 Certain streets that are designated truck routes will be widened and reinforced to handle trucks.

Program 17 The City Council will initiate planning research to designate those streets to be deemed truck or non-truck routes.

POLICY 11 Expand rights-of-way for existing narrow streets.

In most residential areas as well as other areas in Sand City, there are streets with 20-foot rights-of-way. Some of the streets are presently inadequate for practical uses and should be widened so they may be more functional or designated as one-way streets.

Program 18 The City will establish setback requirements for development along streets with existing 20-foot rights-of-way.

Program 19 The City should investigate the use of Plan lines on existing inadequate streets for road rights-of-way and future pavement expansion.

POLICY 12 Creation of a Highway One north on-ramp. Future expansion should also consider a southern directional on-ramp.

Sand City has no direct access to the freeway. The possibility of an on-ramp from Tioga Street should be examined to help alleviate traffic congestion inside Sand City.

Program 20 Explore the feasibility for financing a north on-ramp; for example, with state and federal monies, through loans or grants.

Parking

POLICY 13 Alleviate existing parking problems within Sand City.

Sand City, in its commercial areas, does not have adequate parking space available for commuters and commercial vehicles. The following programs will assure that existing and future parking problems are met.

- Program 21 Modify the existing zoning ordinance to require on-site parking for commuters and commercial vehicles as a part of all future development.
- Program 22 Modify the existing zoning ordinance to require on-site loading facilities for commercial and industrial areas.
- Program 23 The Sand City Zoning Ordinance requires a specific number of parking spaces for general land uses but does not take into account precise land use actions and/or trends. This zoning concept should be modified to require a more specific requirement based on actual trends.
- Program 24 Inspect and enforce all existing parking violations within the City.

Bicycle Routes

- POLICY 14 Promote the completion of the existing bike path so that it will connect the Monterey Peninsula to Marina. The use of Del Monte Boulevard or the Southern Pacific Railroad right-of-way have been suggested.

The citizens of Sand City should promote the idea of a designated bike path through the Sand City Area. The general consensus, however, is that the most reasonable location for the bike path is Del Monte Avenue.

- Program 25 Coordinate with the City of Seaside to construct this bike path. State funding is available for this type of undertaking.

SCENIC HIGHWAY ELEMENT

INTRODUCTION

The Scenic Highway Element is a required part of the General Plan providing for the "development, establishment and protection of scenic highways."

Scenic highway planning can be accomplished by a local government requesting that the State Transportation Agency designate certain state highways within its jurisdiction as scenic highways in the state Plan. Hence, development along such a highway would have to be in conformance with certain minimum requirements set forth by the state. Local zoning and land use regulations must conform to state standards.⁵

Another way scenic highway planning may be accomplished is for the local agency to establish a scenic highway system, with regulations adopted as part of the zoning ordinance. The latter alternative will keep control within the local jurisdiction. However, any local regulations will have to conform to minimum requirements with regard to the state designation of official scenic highways (Section 261, Streets and Highways Code).⁶ Thus, if a local government authority requests state designation of a particular highway, then it must comply pursuant to state law.

The Scenic Highway Element is the first step leading toward the official designation by the state. This element provides that basis for the preparation of specific "scenic corridor" plans. These are plans for the visible land area outside the highway's right-of-way. Emphasis is placed on that area which is viewed from the road.

State Highway One at Sand City is a master planned scenic highway by the State of California, but not as yet an officially designated scenic route. This route is therefore eligible for scenic highway designation.

Legislation for scenic highways is based on the idea that they usually traverse open and unspoiled country. Relatively wide scenic corridors on each side of the center line of a particular highway are usually established. Wide scenic corridors are not feasible in Sand City, since a large portion of the visible land is urbanized and the narrow shape of Sand City is not conducive to a large corridor area. Designation of a scenic corridor in Sand City, using visibility as the prime criteria, would lead to a large portion of the City being in the Scenic Highway Corridor District.

The procedure for scenic highway designation by the local jurisdiction is to request to the State of California that this designation be made, and then proceed with a Scenic Highway Corridor Plan. Once adopted, the Plan is implemented by the local zoning ordinance of the municipal code. However, in Sand City the high visual exposure from State Highway One would significantly restrict or reduce the amount of land available for residential, commercial and industrial uses. Therefore, the citizens of Sand City, at this time, do not feel that Scenic Highway designation would be appropriate.

POLICIES AND PROGRAMS

POLICY 15 The citizens of Sand City have elected not to proceed with a request to the State of California for Scenic Highway designation.

NOISE ELEMENT

THE NOISE PROBLEM

The increasing influx of noise upon the environment is a result of modern technology. These sources of environmental noise include motor vehicles on local circulation routes, such as State Highway One, major local streets such as Contra Costa, railroad operations, aviation facilities and local industrial/manufacturing firms.

The objective of the Noise Element is to provide sufficient information on community noise so that noise may be effectively considered in Sand City's land use and planning processes.

THE EFFECTS OF NOISE ON THE PEOPLE OF SAND CITY

The industrial and heavy commercial nature of Sand City makes noise control a difficult task. Noise will affect people in different ways. A person's reaction to noise will, in one way or another, depend upon the loudness, duration and frequency of the noise. Noise is defined as unwanted sound. The Sand City General Plan Citizens Advisory Committee singled out two prevailing noise sources in Sand City. These were identified as industrial noise and highway noise.

Considering the industrial nature of Sand City (east of State Highway One), a community noise exposure level of 75 decibels (dba) could be considered conditionally acceptable. This would depend upon noise insulation features included in the design of structures in adjacent residential developments. The effect of noise levels above 80 dba would be clearly unacceptable for new construction or development.

Few exposures to noise levels above 75 dba exist in Sand City. However, problems may occur such as noise from a motorcycle or a stereo. Also, specific problems may occur for persons whose jobs involve high noise levels. However, occupational noise is regulated by state and federal legislation.

Noise may disrupt activities such as parks, schools, libraries, churches, medical care facilities and residential uses. Although at the present time Sand City need concern itself only with residential type land use, other noise-sensitive activities may be developed in the future. Noise levels over 55 dba will disrupt normal types of listening activities. Table XIII details the land use compatibility for community noise environments. This table illustrates the highest acceptable noise level for a specified land use. (The purpose of this table is to provide a general guide for noise compatibility in Sand City and does not necessarily reflect Sand City's precise noise policies.) Noise also leads to distraction, annoyance, stress and tension. Physiological effects include loss of hearing, speech interference and sleep disturbance.

Table XIII
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE (LD or CNEL, dBA)					
	55 ⁿ	60	65	70	75	80
<u>PUBLIC AND QUASI PUBLIC USES</u> Schools, Libraries, Churches, Hospitals and Nursing Homes						
<u>RESIDENTIAL USES</u> Single Family Homes, Multiple Family Apartments, Condominiums, and Mobile Home Parks						
<u>COMMERCIAL USES</u> Shopping Centers, Commercial Districts, Offices, Banks, Clinics, Hotels and Motels						
<u>INDUSTRIAL USES</u> Non-manufacturing industry, Transportation, communications, Utilities, Manufacturing, Agricultural						
<u>RECREATIONAL USES</u> Playgrounds and Intensively Used Urban Parks						
<u>PASSIVELY-USED OPEN SPACES</u> Wilderness-Type Parks, Nature or Contemplation Areas of Public Parks						

<u>Legend</u>	<u>Interpretation</u>
Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable	New construction or development should generally be discouraged. If a new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable	New construction or development should generally not be undertaken.

WHAT IS A DECIBEL?

A decibel is a unit of measurement indicating the relative intensity of sound as it is heard by the human ear. Every increase of 10 decibels (dba) doubles the perceived loudness although the noise is actually 10 times more intense. For example, a power lawn mower at 80 dba seems twice as loud as steady urban traffic at 70 dba.

EXISTING NOISE INVENTORY

Vehicle Noise

The existing vehicle noise is one of the most apparent noise sources in Sand City. Although federal and state legislation will gradually reduce individual vehicle noise limits through 1988, motor vehicle noise will remain one of the most significant noise sources. Figure VII illustrates motor vehicle noise contour levels in Sand City.⁹

Railroad Noise

The Southern Pacific Railroad operates a daily freight service which passes through Sand City. Noise levels produced by the railroad in this area were compiled by the Monterey County Planning Department, utilizing the methodology in Wyle Research Technical Memorandum Number 59192-1 and information obtained from the Southern Pacific Railroad (Figure VIII).¹⁰ There is no passenger service available in the Monterey Peninsula Area.

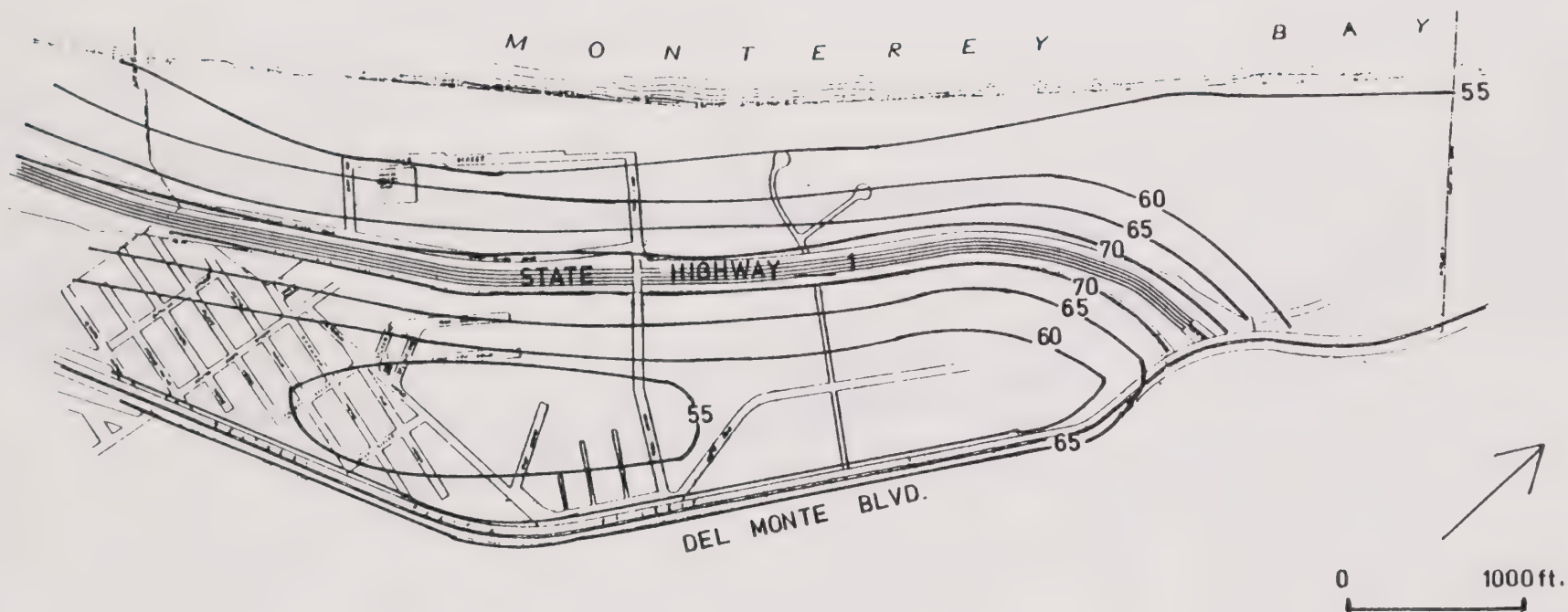
Airport Noise

The Monterey Peninsula Airport is the only airport within close proximity to Sand City. This airport provides both commercial freight and passenger service. In October 1975, the Airport District completed an Airport Master Plan which presents the type and schedule of airport developments recommended through 1995, as well as a discussion of existing airport facilities (R. Dixon Speas Associates, 1975).¹¹ The Airport District has adopted the Airport Plan and will use the plan as a guideline for its future operations (Ford, April, 1977).¹²

Existing noise contours were developed as part of the Airport Master Plan, and none were shown to be in Sand City. Airport noise in Sand City is less than 60 dba, in accordance with the Airport Master Plan.¹³

Non-Transportation Noise

Industry is one of the major noise sources in Sand City. Sand and cement plants create the most noise and some of these activities do operate on a 24-hour basis. However, none are located in a designated residential area. Residences presently located in these areas are identified as non-conforming uses.



60 dBA (341')

65 dBA (158')

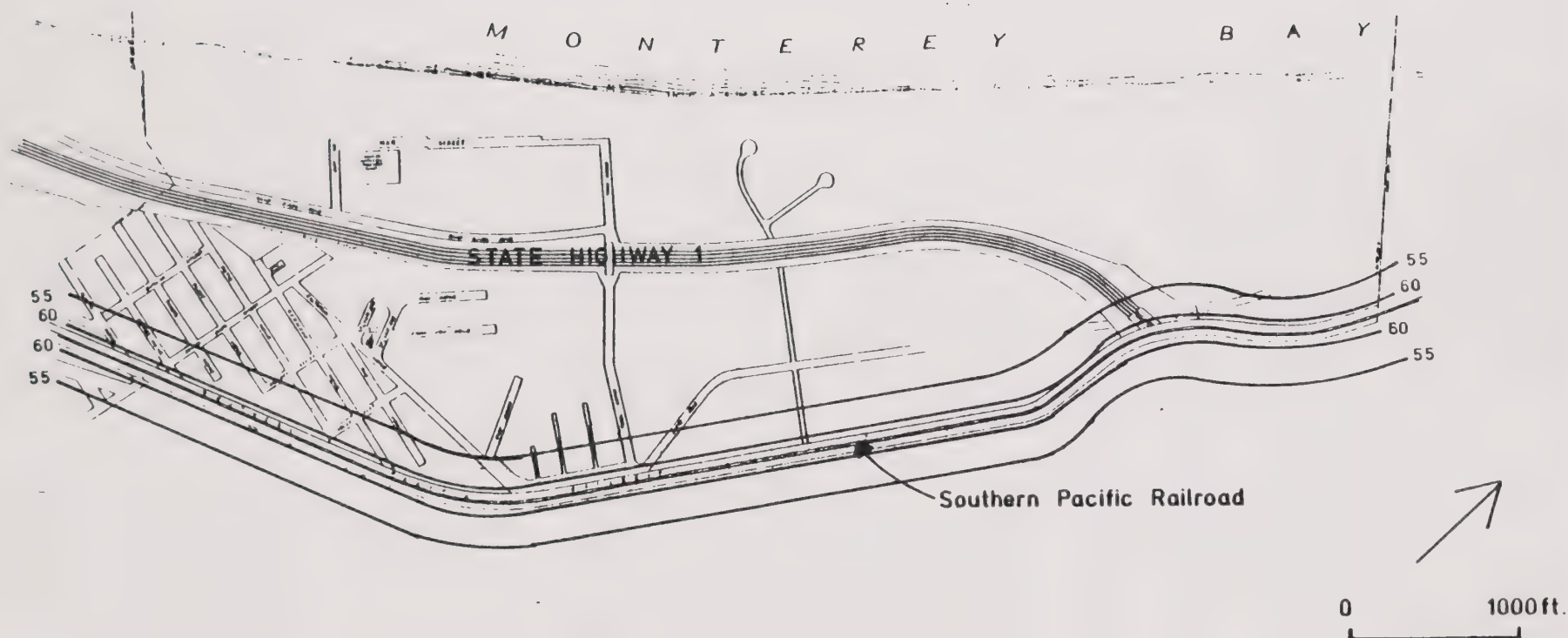
70 dBA (60')

SOURCE: CITY OF SEASIDE GENERAL PLAN

SAND CITY GENERAL PLAN

MOTOR VEHICLE NOISE CONTOURS

Figure VII



55 - Decibels (dba)

SAND CITY GENERAL PLAN

RAILROAD NOISE CONTOURS

Figure VIII

SOURCE: CITY OF SEASIDE GENERAL PLAN

Other industrial or heavy commercial uses are located throughout the City. Most of these uses themselves are not significant noise generators, but the associated heavy trucks transporting goods produce noise on streets in residential districts.

CONTROL OF NOISE SOURCES

Sand City does not presently have a noise ordinance. A noise ordinance could reduce noise by initiating programs to regulate truck traffic and by allowing only uses with acceptable noise levels.

POLICY 16 Control future and existing noise problems in Sand City through the creation and implementation of a noise ordinance.

Program 26 The City Council should initiate the creation of a noise ordinance to be adopted as a part of the City's Municipal Code.

Program 27 Analyze noise impacts of new projects and require adequate noise control in all new buildings when deemed significant.

Program 28 Construct noise barriers where the impact of noise can be significantly reduced.

POLICY 17 Support national and state legislation and programs which will reduce noise in Sand City.

Program 29 Provide input on noise legislation proposals.

Program 30 Promote enforcement of existing state and federal noise legislation; for example, muffler violations could be corrected.

CONSERVATION ELEMENT

INTRODUCTION

A Conservation Element is required for the conservation, development and utilization of natural resources. These include water, soils, vegetation and wildlife, harbors and fisheries, minerals, historical and archaeological resources, and the quality of the air. The Conservation Plan requires an appraisal of the communities' natural resources and the development of policies and programs for their preservation or wise utilization. Similar policies are also included in the Sand City Local Coastal Plan.

Water

Sand City is a member of the Monterey Peninsula Water Management District (MPWMD), which is composed of all the Monterey Peninsula cities and the County of Monterey. An allotment system is being derived whereby Sand City will be given a share of the projected 22,000 acre-feet per year that is extracted from the Seaside and Carmel Valley aquifers. The allotment system was selected since it is estimated that water demand within the California-American Water Service Area (a public utility serving the majority of the Monterey Peninsula) will exceed supply in 1993 if projected growth continues to occur and a new supply is not developed.¹⁴

This system is presently based on 1975 water consumption figures which, for Sand City, were 101 acre-feet/year, and a projected water consumption upon total buildout. Projected total buildout data for the entire California-American Water Service Area is being calculated by Recht, Hausrath and Associates, a California-based company. Once these figures are derived and the current United States Geological Survey Groundwater Resource Studies are completed for the Carmel Valley and Seaside Aquifers, the present allotment system will be reevaluated.¹⁵

There are several private wells in Sand City that are not connected to California-American's Water System. Some of these wells have been experiencing sea water intrusion. These wells utilize approximately 72 acre/feet of water each year. The present allotment system has proposed a provision to allow for existing private wells (if they go salt water bad); that provision is that the City would be compensated for California-American water used by the industrial/manufacturing firms which presently use private well water. This, of course, is only if they were forced onto the California-American System because of salt water intrusion in their private wells.¹⁶ With increasing development in Sand City and recent fire flow regulations adopted by the State P.U.C. (Public Utilities Commission), adequate water will have to be made available for new development within Sand City. Several existing water mains may have to be extended or enlarged.

POLICY 18 Encourage water conservation.

Program 31 All new development proposals within Sand City should be required to implement water saving devices, therefore reducing Sand City's eventual total water consumption.

- Program 32 The City should actively communicate and coordinate with surrounding jurisdictions and water agencies to:
1. Prevent erosion, pollution and siltation of the Canyon Del Rey Drainage System;
 2. Monitor water quality in Sand City's private wells;
 3. Do everything possible to protect the quality of existing groundwater resources;
 4. Encourage an investigation of the Pacific Ocean as a possible source of fresh water supply to the Monterey Peninsula; and
 5. Comply with water saving and allocation programs, such as the current allotment ordinance being derived by the MPWMD.

Vegetative Resources

Sand City does not contain any agricultural land, watershed areas or other significant natural or man-induced vegetative communities. Sensitive natural vegetative communities may exist in some isolated dune areas. However, most of the vegetation in Sand City is very sparse and severely disrupted by man's activities.

POLICY 19 New developments should be required to provide vegetative cover (through the use of landscaping plans) to prevent existing dune migration and enhance the scenic quality of Sand City.

POLICY 20 A street-tree planting program should be initiated by the City to help beautify Sand City's circulation network, as well as views from State Highway One.

POLICY 21 Existing vegetation shall be subject to only minimal cutting and removal, and only when proven unavoidable. Areas of remaining natural dune vegetation that are determined geologically significant should be preserved.

Program 33 An ordinance should be adopted requiring on-site and off-site landscaping, where appropriate, as a part of future development plans. Required landscaping for development proposals should be derived through landscape planning, subject to approval by the City Council. The use of native vegetation, where feasible, is preferred in landscape programs in order that water use may be reduced.

Program 34 The City Council should seek opportunities in the form of federal or state grants to help beautify Sand City's roadways and public lands.

Harbors and Fisheries

Sand City does not have any harbors or commercial fisheries along its 1.5 miles of shoreline. The only extraction of fish in Sand City is from surf fishing or boat fishing offshore.

POLICY 22 Encourage the continued public use of the shoreline for surf fishing, as opposed to private commercial fishing enterprises.

Program 35 A provision for public access to the beach as a part of future development proposals should be required.

Wildlife

Sand City has no wildlife that is solely dependent on Sand City's habitat area. During composition of this document, no known available evidence identified the dunes of Sand City as a portion of the habitat of the Smith's Blue Butterfly, a species on the Rare and Endangered Species List. But this will be investigated and confirmed in the LCP process. Small rodents do exist, as well as those birds normally associated with the seashore. With increasing residential development and commercial expansion in Sand City, these animals will be forced to relocate.

POLICY 23 Encourage the protection of any isolated wildlife and wildlife habitat areas that are discovered in new development proposals.

Minerals

Sand is the only mineral being extracted in Sand City. Sand extraction is one of the major industries in the City, and occupies a significant portion of the City's land use. Sand is obtained from the surf zone through the use of dragline scrapers, and to a lesser degree from the existing dunes.

The Sand City Area has a high concentration of sand mining activity and extracts some of what is deposited from other parts of the region. There is a new supply of sand annually but quantitative figures cannot be developed due to lack of adequate data. However, considering the amount of shoreline erosion in this area, it is anticipated that a sand deficit exists.

POLICY 24 Maintenance of the Sand City coastline should be encouraged.

Program 36 Sand City should monitor the effects of sand mining upon the environment by developing a data base and examining erosional characteristics and environmental effects. If it is determined that sand mining is contributing significantly to erosion along the Sand City coastline, the City will need to explore mitigating measures. This also applies to dune mining, where the City should explore restoration plans for dune mining areas.

Coastal erosion is not as much a problem along the Monterey Peninsula as on the Santa Cruz side of Monterey Bay, but coastline erosion is a significant issue in Sand City. Since 1960 Sand City has been attempting to mitigate this erosional process by pouring cement along the coast to reduce the erosional force. The success of this measure is unknown.

POLICY 25 Sand City should assist where feasible in preserving the sea coast against erosion.

Program 37 Investigate the potential and effects of engineering, building and maintaining a seawall along the Sand City coastline.

Program 38 Study the effects of sand mining on the erosional process.

Program 39 Vegetation could be planted and maintained on dunes to prevent wind and water erosion.

Program 40 Off-road vehicles should be discouraged by law on the sand dunes.

Soils and Soil Erosion

Sand City has three distinct soil types within its jurisdictional boundaries, as identified in Figure IX. They are:

1. (Cm) Coastal Beaches
2. (Df) Dune Land
3. (BbC) Baywood Sand

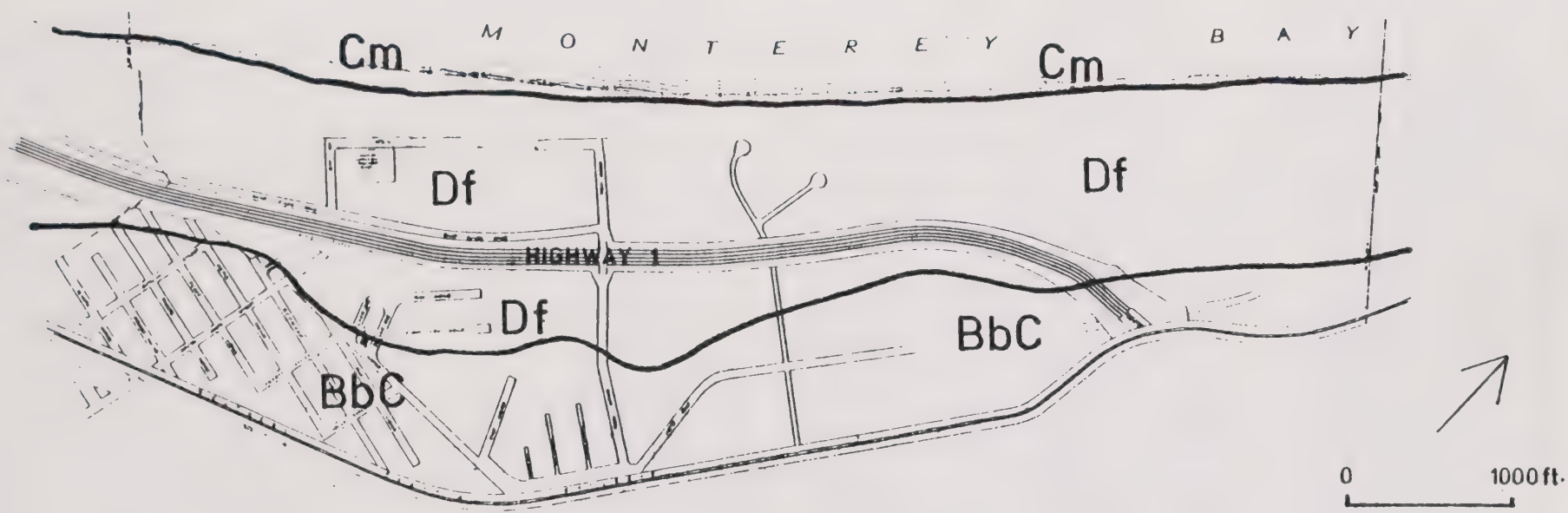
These three soil types are all sandy soils. The Cm lands are generally exposed during low tides and covered during high tides. These soils have a high erosion hazard because of wind and wave action.

The Df lands are wind-deposited quartz and feldspars forming mounds or small hills between 20 and 300 feet high. Some of these dunes are partially stabilized by coastal or inland vegetation. Vegetation can be iceplant, bush lupine, small coastal brush and a few other flowering and non-flowering plants and grasses. These soils have no value for farming, but do have aesthetic qualities and, in most cases, can be stabilized and built upon. The surface layer is a very gravelly sand loam. Erosion is moderate to high.

The BbC soils are gently sloping stabilized dunes. Erosion hazard tends to be slight to moderate. Vegetation (usually iceplant) covers the majority of these dunes and has a result of stabilizing the dune. If the vegetative cover is removed, this soil will be subject to severe wind and water erosion.

POLICY 26 Soils shall be developed upon according to their capability.

Program 41 Individual soils and geologic reports may be required prior to future development proposals in Sand City.



Cm Coastal Beaches
Df Dune Sand
BbC Baywood Sand

SAND CITY GENERAL PLAN

SOILS

Figure IX

SOURCE: SOIL CONSERVATION SERVICE

Historical and Archaeological Resources

No known historical or archaeological resources exist in Sand City. Natural and man-induced disturbance of the surface layer has made Sand City relatively immune to investigation. Due to the intensified surface disturbance by man and the physical and topographic nature of Sand City, this resource was considered not to be of significant concern. If subsurface resources are ever suspected, especially in excavation of new developments, the Archaeological Regional Research Center at Cabrillo College, in Aptos, California should be contacted immediately.

Air Resources

Sand City is in the North Central Coast Air Basin. This basin has been designated¹⁷ as a non-attainment area for one of the five "criteria" pollutants, oxidants. An Air Quality Plan for the Monterey Bay Area has been prepared, with strategies that show progress toward attainment of air quality standards. The afternoon offshore sea breezes are a natural air cleaner for Sand City.

POLICY 27 Reduce the negative impacts of air pollution in Sand City and encourage clean industry.

Program 42 Encourage frequent inspections by the Monterey Bay Area Unified Air Pollution Control District on uses that are potential polluters.

Coastal Zone

Measures for conservation, utilization and development of the natural resources within the Coastal Zone have been detailed in the Sand City LCP Land Use Plan. These natural resources include sand dunes, archaeological sites, marine and water environs and other environmentally sensitive habitats.

OPEN SPACE ELEMENT

INTRODUCTION

An Open Space Plan for the comprehensive and long-range preservation and conservation of open space within Sand City will recognize that open space land is a limited and valuable resource, and that an open space program should be accomplished to meet this objective.

EXISTING CONDITIONS--PARKS

Sand City currently has one area designated as open space, the City Hall Park, which is shown in the Open Space and Recreation Map. Also, according to the 1963 General Plan, "It would be wise for the City, in the near future, to try to obtain land for a public ocean front park, in the area currently zoned Light Commercial (CZ-C1) bordering Monterey Bay."¹⁸

Presently Sand City's population is estimated at 182. The 86 housing units that are currently occupied do not generate enough children to support a small park, or for that matter, enough total population to support a neighborhood park. (A standard for a small neighborhood park would be 1.1 acres for every 1,000 population.) Future residential development in Sand City could, however, rapidly change this concept and, if undertaken, a park fee could be assessed to developers to maintain or acquire land that would be needed to provide adequate open space.

The beach property in Sand City is all privately owned. However, the beach up to the mean high tide line is available for public access.

PARK POLICIES AND PROGRAMS

POLICY 28 The City should encourage future developments to set aside park land or recreational facilities that suit the needs of that development and the immediate community. Park facilities should be provided within walking distance for residents living within designated residential areas.

Program 43 As part of future residential development, recreational facilities to cover the needs of that development and the immediate community should be met. This can be implemented through the dedication of land, or a recreation fee assessed upon individual developments based on land use type and quantity. The City should adopt a resolution on this matter.

Program 44 Recreation shall be planned for as part of new development projects, with approval subject to the City Manager and/or City Council.

SCHOOLS

The population necessary to support an elementary school of average size is 600 pupils. A population of approximately 3,000 people would be needed to support such a school. It would appear, as mentioned in the 1963 General Plan, that an elementary school could never be justified within Sand City. However, if the residential areas were to be built out, approximately 1,527 units would be constructed. Assuming an average of 2.5 persons per unit, 1,317 people would be generated. If 20% of this population were school-age children, approximately 263 students would be generated from grades K through 12. This figure does not account for any residential growth in the commercially designated areas of Sand City.

The citizens of Sand City feel strongly that a school site will still not be needed within the time frame of this plan. Declining enrollments in surrounding existing schools is the prime reasoning. It is felt that any school-age children resulting from future residential development in Sand City could be absorbed into existing schools in Seaside and Monterey. However, bus transportation in Sand City will need to be planned and provided for in all future developments.

EXISTING CONDITIONS--PUBLIC ACCESS

One of the key provisions of the California Coastal Act is to maximize public access to and along the coast. Coastal access in Sand City currently consists of one undeveloped public vertical accessway to the shoreline, several undeveloped trails utilized on private property, lateral access along the shoreline, and two primary areas used for visual access. Use of trails along the bluffs not only presents extreme safety hazards, but also accelerates cliff erosion. Protective structures along the shoreline prevent lateral access during periods of high tides and also could present safety hazards. There is a clear and present need for safe and adequate public access to and along the shoreline. Funds for acquisition, development or limited operation of accessways may be made available through the State Coastal Conservancy. These issues are also addressed in the Sand City LCP Land Use Plan and are illustrated in the Open Space and Recreation Map in this text.

SAFETY ELEMENT

INTRODUCTION

The Safety Element introduces safety considerations in the planning process to insure protection and reduce loss of life, injuries, damage to property and economic and social dislocations resulting from fire and natural occurrences and hazards. This element examines possible evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and mapping of known geologic hazards. In addition, an analysis of acceptable risk levels, identification of life lines and critical structures, and general safety issues in Sand City are assessed.

The state has defined acceptable risk as the level of risk below which no specific action by a local government is deemed necessary (in the case of the risk at hand), other than making the risk known. An idealized plan for Sand City would be to regulate development to maximize safety from natural disaster.¹⁹

Fire Hazards

Fire hazards are assessed according to structure size and occupancy, type of use and distance from the fire protection agency. The hazard can be increased when water lines are inadequately sized and pumping capacities are below requirements.

In Sand City these problems do exist. Large warehouses and manufacturing areas create safety concerns. The type of use should be evaluated and an appropriate safety program implemented for each one of these businesses. In addition, undersized lines should be replaced, pumping and storage capacities increased, and the street circulation system improved and upgraded.

Flooding

Floods become catastrophic only when people occupy the flood plain of a major drainage area. The 13.4 square mile Canyon Del Rey Basin bordering Sand City to the south is the largest drainage basin of the Monterey Peninsula. The Monterey County Flood Control and Water Conservation District has classified this basin as having inadequate drainage to handle historical and future floods. However, Sand City is not in a flood hazard area as determined by the Department of Housing and Urban Development Federal Insurance Administration Maps.²⁰

Storms and Winds

According to Monterey Peninsula Airport records, winds in excess of 20 knots (23 miles per hour) occurred on the average of about three hours per year in the Seaside/Sand City/Monterey area. Ocean wave damage to this portion of Monterey Bay is rare. The U.S. Army Corps of Engineers Coastal Research Center and the California Department of Navigation and Ocean Development operate a cooperative program to study shoreline erosion. The California

Department of Navigation and Ocean Development has found the Monterey Bay Shoreline in this area to be receding eastward over a period of 39 years. However, specific Coastal Commission shoreline condition surveys in Sand City identify a fluctuation of the shoreline, showing both buildup and recession. Presently, cement is being dumped along the cliffs to help curtail this erosion.²¹

Geology

Geological hazards and risk levels in the Sand City Area are discussed in the Seismic Safety Element of the General Plan.

IDENTIFICATION OF CRITICAL STRUCTURES AND LIFE LINES

Life lines are support facilities of importance in the event of a major disaster in an urbanized area. Life lines include major transportation facilities, communication centers and critical utilities.

Critical structures and facilities are those which are needed after a disaster. Examples are freeway interchanges, fire stations, water tanks, large water mains (15" to 36"), the sewage treatment plant and emergency communication at City Hall. (See Figure XI, Evacuation Routes and Points of Assembly.)

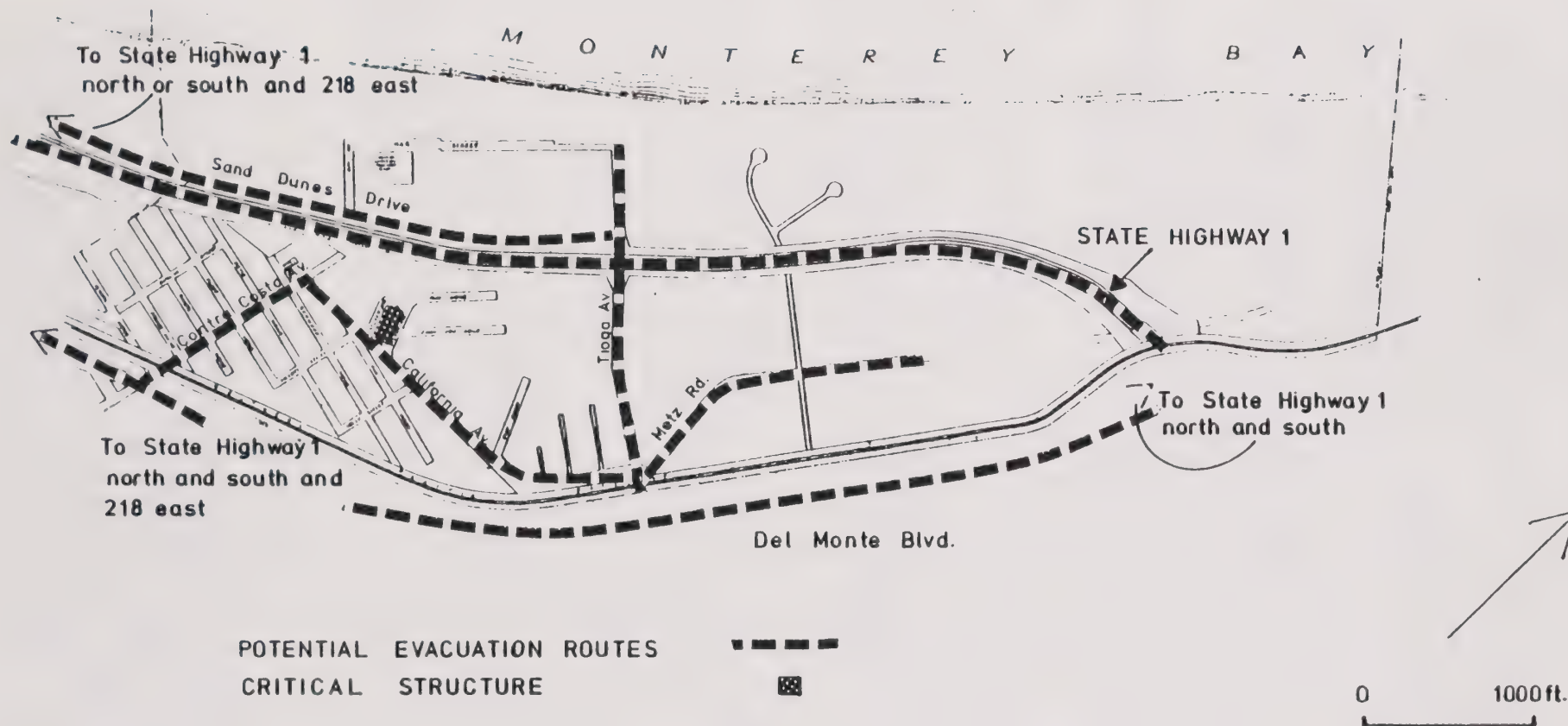
It can be noted that Pacific Gas and Electric and Pacific Telephone and Telegraph substations are not shown in Figure XI due to security reasons. It is also noted that consideration is given to seismic and safety conditions in the design of these facilities.²² Powerlines and pipelines are subject to natural hazards other than earthquakes, such as wind, fire and floods. Both companies cooperate with local jurisdictions in emergency preparedness and planning.

IDENTIFICATION OF HIGH OCCUPANCY STRUCTURES

These structures normally include: civic buildings, schools, theaters and buildings that could house a large number of people on a temporary basis. Sand City has several high occupancy structures, taking into consideration the large private manufacturing buildings. Sand City is a significant employment center, with a large number of people working in various sized buildings during the day. However, the most significant structure is that of City Hall. Because of its communication facilities and police service, it is identified as "the" high occupancy structure for Sand City residents in the event of an emergency. This would thus be noted the "place of assembly" in the case of an emergency or major disaster (Figure XI).

EVACUATION ROUTES

At present, the City of Sand City has no official Emergency Preparedness Plan. Plans should be drafted to encompass the respective functions of all city agencies, volunteer agencies, mutual aid agreements and coordination with county, state and federal government.



SAND CITY GENERAL PLAN
EVACUATION ROUTES AND
POINTS OF ASSEMBLY

Figure XI

An emergency point of assembly has been denoted as the City Hall Building. In addition, evacuation routes should be established which include the major streets of the residential and commercial areas (those should be updated as new development brings in new streets or street alignments) and the major county or state roads leading to open areas clear of the City. Potential evacuation routes are illustrated in Figure XI, but should be further investigated by contingency program plans.

GENERAL SAFETY ISSUES--IDENTIFICATION AND EVALUATION

Fire Protection

Sand City contracts with the Seaside Fire Department to provide fire protection and ambulance service. Most of Sand City is in this district, with the exception of the extreme northwest portion of the City. This area is presently occupied by the Lone Star Cement and Sand Company and is without fire protection.

In 1977 the Seaside Fire Department²³ identified the following community fire concerns that relate to Sand City:

1. Fire caused by carelessness in residences;
2. Potential fire protection problems in the warehouses in Sand City; and
3. Low water pressure supplied by existing 4 inch mains with a flow of 600 gallons per minute.

Sand City has fire insurance ratings of 5 and 9, on a scale of 1 to 9, with 1 being the best rating. The rating is dependent upon proximity of hydrants, size of water lines and distance to fire protection agency. The average response time from the Seaside Fire Station into Sand City is about three minutes. The Seaside Fire Department has two 1,000 gallon per minute pumpers with tanks and hose ladders; one 750 gallon per minute reserve pumper; one 1,250 gallon per minute vehicle with 50 foot hydraulic ladder; and two ambulances. The Seaside Fire Department provides automatic aid to portions of the City of Monterey and mutual aid to Marina, Fort Ord, Carmel and the California Division of Forestry.²⁴ With the present levels of industrial, commercial and warehouse facilities within Sand City, some of which are without fire protection, there is an urgent need to provide fire protection that isn't committed to the surrounding communities. With plans for future development, including residential, this need becomes even greater. As a result, there is a need to address fire protection in a 5-Year Development Program.

Police Protection

The Sand City Police Department is staffed by two employees: one officer and one chief. Sand City, in order to have 24-hour coverage, contracts with the Seaside Police Department.²⁵ Sand City, at this time, does not have a major crime problem. But in the event of further development, there will be a clear need to upgrade the level of police service. At the present time there are only two officers in the Sand City Police Department to cover approximately 347 acres and a population of approximately 182. While this staff is adequate protection for the resident population, it is severely understaffed

for the amount of land and development within the City. As a result there is a need for police protection to be included in the 5-Year Development Program.

Emergency Service

The major day-to-day emergency service provided in Sand City is sustained by the Sand City and Seaside Police Departments, as well as the Seaside Fire Department.²⁶ As described above, there are no hospitals in Sand City. The nearest hospitals are Monterey Peninsula Hospital in downtown Monterey, and Community Hospital of the Monterey Peninsula located on Carmel Hill. Ambulance service is provided by the Seaside Fire Department to that portion of Sand City which is within its service boundaries. There are no known medical professionals residing in Sand City, nor are there any medical professional buildings.

Airport Operations

The Monterey Peninsula Airport is located 1.5 miles southeast of Sand City. Sand City is not in the airport's defined clear zones or extended clear zones; Which are defined zones of safety concern based on runway approaches. However, the potential for aircraft accidents still exists in Sand City. Sand City should be aware of changes in airport operations that might affect the boundaries of clear zones. This can be accomplished through the previously discussed contingency program plan for emergency procedures.

Health Issues

The major safety issues in Sand City that have direct impact upon human health are air quality, water supply and quality, and noise.

Air Quality

Sand City is located in the North Central Air Basin. The overall quality of the air in this basin is good. The area does not experience the same level of air pollution as found in the San Francisco Bay Area. Oxidant levels, which are impacted by motor vehicle²⁷ use, are the main air quality standards exceeded in the Monterey-Seaside Area.

The federal standard for oxidant levels is the most stringent, at a maximum hourly average of 0.08 parts per million (ppm); the state standard is 0.10 ppm. Both standards were exceeded in 1973 and 1974, in accordance with the Air Quality Plan for the Monterey Bay Region.²⁸ In the 5-year period of study, 1973 until 1977, the state standard was exceeded an average of one day and twelve hours per year and the federal standard exceeded an average of one day and eighteen point six hours (1 day and 18.6 hours) per year.²⁹ It should be noted that air pollution is a regional problem and Sand City should cooperate with other jurisdictions and the state and local air pollution agencies, in mitigating the problem where possible.

Water Supply and Quality

The major water resources around Sand City are Roberts Lake, 1/4 mile southeast; Monterey Bay, located immediately to the west; and local groundwater. Water is supplied to Sand City by California-American Water Company, mostly from groundwater resources. Some surface runoff is collected and injected into the system. The majority of the water for Sand City is recovered from the localized Seaside aquifer, which is characterized by a high mineral content and a warm temperature resulting from thermal activity. Private wells north of Sand City (not hooked into the California-American system) have a high amount of chlorides resulting from sea water intrusion in recent years.³⁰

The Monterey Peninsula Water Management District is currently establishing temporary water allotments for Peninsula cities served by the California-American Water Company. The District is assuming 20,000 acre-feet of water resource, and a 2000 acre-foot reserve. The ensuing allotments are based on estimated water use in 1975. During that year it was estimated that Sand City used 101 acre-feet of water from the California-American system.³¹ This figure does not include private wells within Sand City. It is estimated that private wells used over 73 acre-feet of additional water.³² It is suggested that the private wells be included in Sand City's California-American allotment, plus that amount of water calculated for the City's eventual buildout. The private wells have been known to decrease in quality due to gradual salt water intrusion. If one of these wells becomes unusable, the private entity that is supported by this water will hook up with the California-American Water Company, thus digging into Sand City's present allotment.

Upon full buildout, Sand City will use much more than 101 acre-feet of water annually. Presently, buildout density figures to be used for the development of water allocation, are being calculated by Recht, Hausrath and Associates, a California-based company, for the Monterey Peninsula Water Management District. A water resources study is also being conducted by the United States Geological Survey to establish the amount of water that is available in the Seaside and Carmel Valley aquifers. The results of these studies should be available by mid-1980.³³

Noise

The health and safety considerations of noise have been fully addressed in the Noise Element of the General Plan. In summary, to the present time, noise has not been a significant health threat to Sand City residents.

POLICIES AND PROGRAMS

POLICY 29 Sand City should develop a Contingency Plan for Emergency Preparedness. This should take into account "place of assembly," evacuation routes, respective functions of all City agencies, volunteer agencies, mutual aid agreements and coordination with county, state and federal Governments.

Program 45 City Council should authorize the preparation of a Contingency Plan for Emergency Preparedness.

POLICY 30 Sand City should examine all critical facilities and high occupancy structures for disaster resistance capacities and fire rating and should coordinate this into the Emergency Preparedness Plan.

Program 46 The City should have a structural engineer and qualified fire person inspect and evaluate all high occupancy buildings and critical facilities, and coordinate their efforts toward the efficiency of preparing a planning guide.

Program 47 City codes should be reviewed to insure that a mechanism exists to require that public safety deficiencies are corrected by those responsible for the buildings.

Program 48 As a part of planning and building permit approval, the Seaside Fire Department and the Sand City Police Department should also review all development plans.

POLICY 31 Site plans shall be reviewed for planning criteria and safety considerations such as, but not limited to, setbacks, types of materials, design and location, adequate fire flows, and access.

POLICY 32 Future land use decisions should consider water supply and quality impacts, air quality and noise.

SEISMIC SAFETY ELEMENT

INTRODUCTION

The Seismic Safety Element identifies and appraises geologic hazards and their resulting risk to people, structures and property. These hazards include the following.³⁴

Ground Shaking

The most serious natural seismic hazard in areas which have a base of sand and sediments is ground shaking. Studies confirm that ground shaking can be more severe and last longer in thick alluvial sediments an thick aeolian (wind blown) sand deposits than in areas of solid rock. Intense ground movements can cause a second, equally serious reaction in loose sediments called ground failure.

Ground failure resulting from ground shaking can take the general form of differential settling, lateral spreading, lurch cracking, liquefaction and landslides.

Differential Settling

Sediment grains simply rest one on top of the other, not necessarily in the most compact arrangement. Ground shaking may abruptly rearrange and compact the sediment. Structures built across both flood plain and slough deposits could experience foundation failure if one of the sediment types were to settle more than the other during an earthquake.

Lateral Spreading

Lateral spreading is a secondary result of severe shaking and includes the actual horizontal movement of unconfined alluvium toward lower areas.

Lurch Cracking

Near surface cracks in alluvium can occur as a result of severe ground shaking. Lurch cracking can also disrupt foundations and contribute to landslides on slopes.

Liquefaction

Liquefaction is the complete loss of supportive strength of water-saturated sediment when subjected to ground shaking. This is known to occur most often in uniform sandy sediments with high water tables. When saturated sand deposits are shaken, any redistribution which increases the compaction must displace the surrounding water. Since water does not compress, it flows between the moving sand grains, preventing the normal friction of grain content. The whole mass is able to flow; and, like quicksand, any structure which was once supported sinks into a fluid mass.

Liquefaction can occur below the surface, affecting upper levels and can also cause landslides, even on a very shallow one- to two-degree slopes.

Landslides

Landslides could be initiated by ground shaking, resulting from an earthquake of severe magnitude in Sand City.

Potential seismic hazards for the Sand City area are detailed in Table XIV. It is recommended that each new development proposal be reviewed for seismic hazards. Often proper geologic and soil investigation, as well as engineering design, can mitigate or reduce the potential seismic impact. Table XIV identifies the seismic hazard zones as described by Burkland and Associates in their study for the Monterey County Seismic Safety Element. Figure XII illustrates those zoning locations.

Table XIV
GENERAL GEOTECHNICAL EVALUATION OF THE SAND CITY AREA

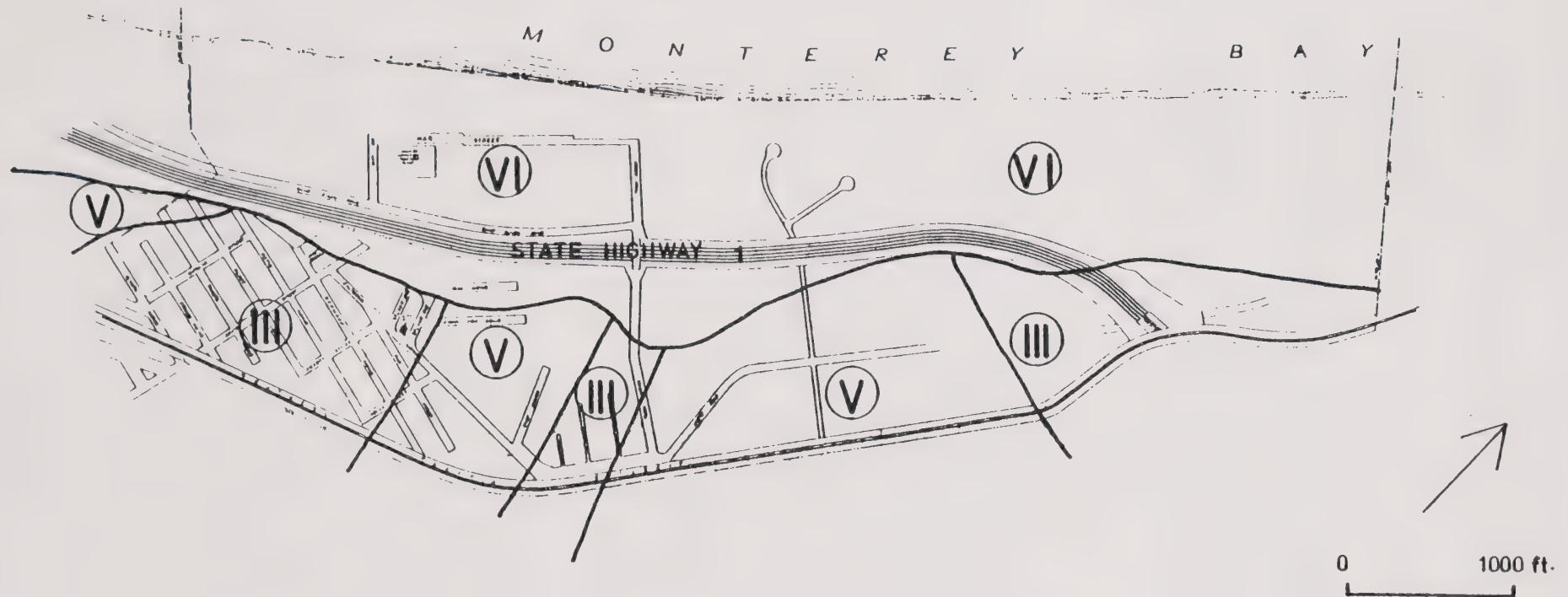
GEOLOGIC HAZARD	SEISMIC HAZARD ZONE		
	III	V	VI
Ground Shaking	Moderate	Major	Major
Differential Settlement	Minor to Moderate	Moderate to Major	Moderate to Major
Liquefaction	Moderate	Moderate to Major	Moderate to Major
Lurch Cracking	Moderate	Minor to Major	Major
Lateral Spreading	Moderate	Minor to Major	Major
Slope Stability	Moderate	Minor to Major	Major

Source: Geotechnical Evaluation Monterey Peninsula, CA, Burkland and Associates, 1974

The term "minor" indicates that the potential geotechnical hazard is of concern in less than about 10% of the zone so designated. The term "moderate" indicates that the potential hazard is of concern in less than about 40% of that zone, whereas "major" indicates that the potential hazard is of concern in more than about 40% of that zone.

Seismically Induced Water Waves

The seismic sea wave or Tsunami, produced by displacement of the ocean bottom, moves at velocities of 300-400 miles per hour in deep open water and may be several miles long. Approaching the shore, the water mass will slow in speed and increase in height as a result of friction along the ocean bottom. The water mass forms a series of waves which may reach heights of 50 feet or more. Although there is no record of any Tsunami more than 10 feet high occurring



Seismic Hazards
I - Least Severe
VI - Most Severe

SAND CITY GENERAL PLAN

SEISMIC HAZARD ZONES

Figure XII

along the Monterey County coast, Pacific Ocean earthquakes have caused damage along the California coast.³⁵ The properties of a Tsunami are important and should be understood.

- A Tsunami is not a single wave but a series of waves and the first wave is not necessarily the largest.
- The swift currents generated by receding or incoming waves are an additional hazard, and these can damage moored boats and marinas.
- Immediately before a Tsunami (or after the first wave), water may withdraw from the coast, exposing large areas of the shore. Figure XIII, a Tsunami Hazards Map, illustrates the location of such hazards along the Monterey Peninsula coastline.³⁶

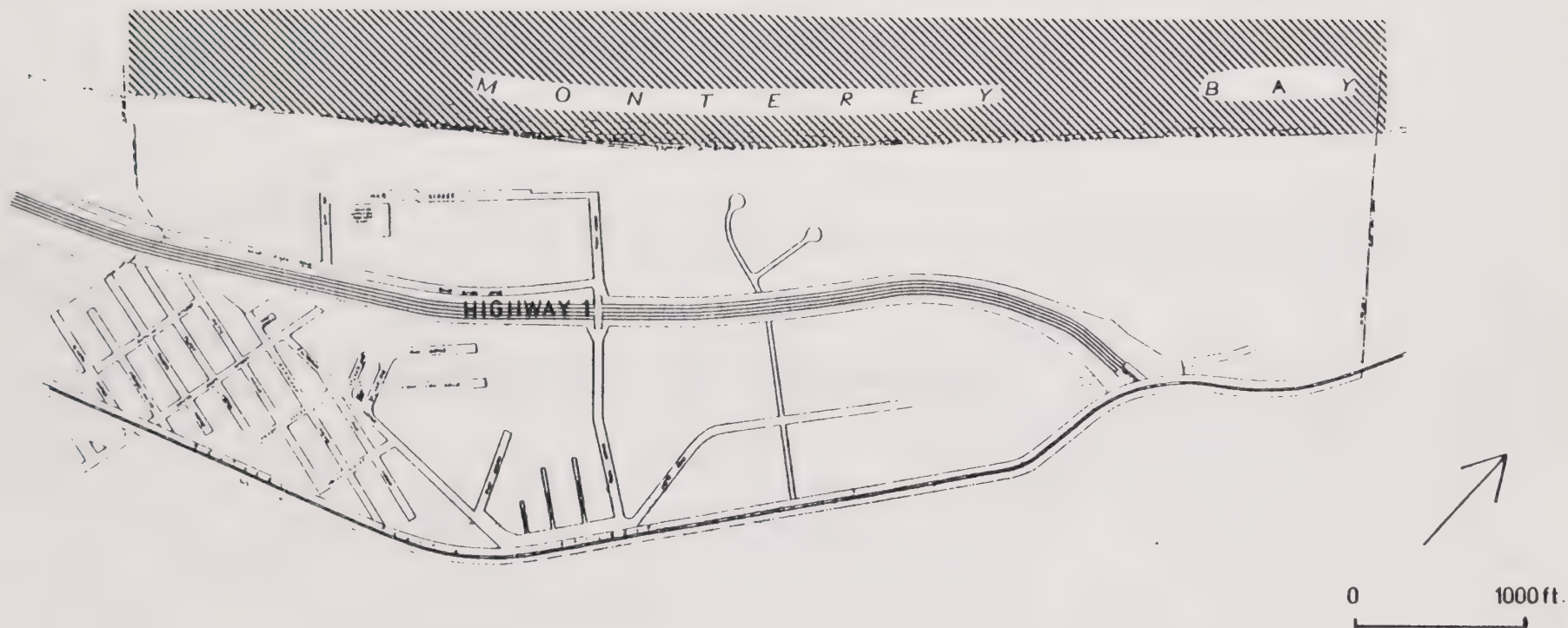
BACKGROUND

Sand City is composed of dune sand, which is composed of sedimentary materials of the recent quaternary geological period (Division of Mines and Geology).³⁷ It is thought that the dune sand deposits are as much as 300 feet deep in some areas (Dupre, 1979).³⁸ These dunes are classified as recent (<3,000 years old), Flandrian (3,000 to 10,000 years old) and Pre-Flandrian (>30,000 years old). The area around Sand City consists of Flandrian dunes and the youngest of the pre-Flandrian dunes. The Flandrian dunes take the form of a narrow strip next to the Monterey Bay, superimposed on the pre-Flandrian material. The recent dunes are a mere coastal shoreline fringe of a limited extent.³⁹ The recent and Flandrian dunes have little or no soil cover.

Sand City is vulnerable to dune migration resulting from the erosional force of both wind and water. Periodically, dune migration over State Highway One, as well as other minor roads in Sand City, occurs. In addition, the erosional force of the Pacific Ocean has caused a constant receding of the shoreline in Sand City. Attempts are being made to curb this problem.⁴⁰ The sand dune formations in Sand City are illustrated in Figure XIV.

There are no known faults in Sand City itself; however, the Monterey Bay Fault Zone is identified immediately west of Sand City in the Monterey Bay, and the San Andreas Fault is located approximately 20 miles to the northeast. Therefore, the reality of Tsunamis and ground shaking hazards in Sand City are substantial. Local faulting is identified in Figure XV.⁴¹

Fault movement causing ground shaking is the most significant hazard to man-made structures. Ground shaking from an earthquake could cause widespread damage. The ground motion created by seismic waves is not constant, since it is directly related to the type of material and surface topography through which the waves pass. For example, an earthquake centered in hard rocks would cause one or more sharp shocks near the epicenter and longer, slower and more intense vibrations in loosely compacted ground as exists in Sand City.⁴²



 TSUNAMI HAZARD AREA

Note: Hazard area incorporates
entire city coastline

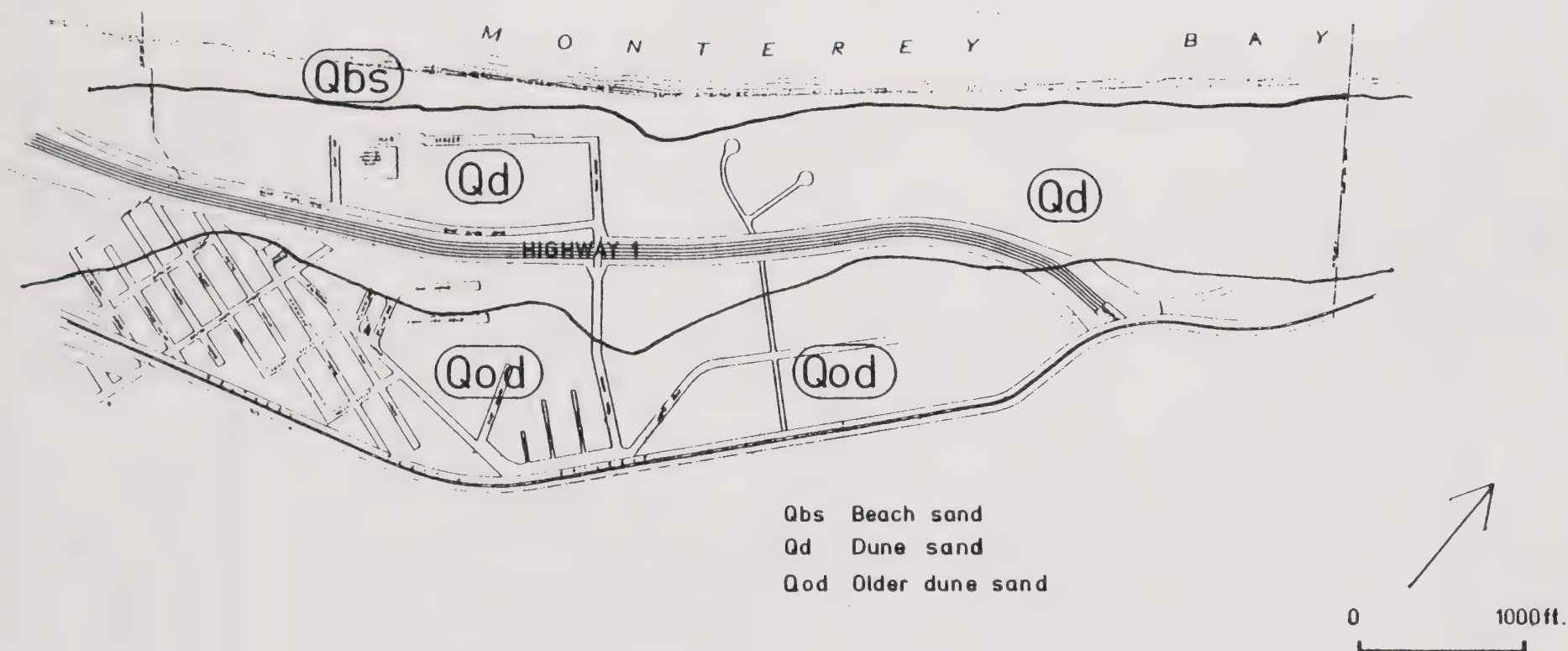
Shoreline and/or Inland damage
extent depends upon size of
tsunami

SAND CITY GENERAL PLAN

TSUNAMI HAZARD ZONE

Figure XIII

SOURCE: STATE OF CALIFORNIA RESOURCES AGENCY, 1972



SAND CITY GENERAL PLAN

SAND DUNE FORMATIONS

Figure XIV

SOURCE: DIBBLEE AND CLARK, 1973



LEGEND

- Fault
- Concealed fault
- - - - Offshore surface fault

SAND CITY GENERAL PLAN

LOCAL FAULTING

Figure XV

During the 1906 earthquake, lateral spreading occurred between what is now Seaside and the Naval Postgraduate School, when the railroad tracks settled nearly four feet and the rails were twisted. Also, between Castroville and Monterey the ground is said to have opened and shut and mud to have spurted from the fissures (T.L. Youd and S.N. Hoose).⁴³

AVOIDANCE OF RISKS

An idealized program for Sand City would be to regulate each new development to maximize safety from a natural disaster. Development should be designed in accordance with potential risks at all times. As shown on the Seismic Hazard Zones Map (Figure XII), areas of greatest potential risk include the portion of Sand City in Seismic Hazard Zones V and VI. Also, according to the Monterey County Seismic Safety Element, the entire Sand City area is a Tsunami Hazard Zone.⁴⁴

Since it is not feasible to exclude all future development in Sand City for seismic hazard reasons, an acceptable risk level must be attained. A level of acceptable risk is the level of risk above which the majority of the citizens will accept, without asking for, specific action by government protection from the specific hazard.

Five classes of structure and occupancies are established for the purpose of risk rating. The first two classes include critical facilities and occupancies--those structures and occupancies which are especially important for the preservation of life, the protection of property, or for the continuing functioning of society. Less critical structures and occupancies are included in Classes 3, 4 and 5 (Monterey County Seismic Safety Element, 1975).⁴⁵

Risk Class 1 Highly Critical Structures and Occupancies: Structures whose failure might be catastrophic and whose continued functioning is critical. These would include plants manufacturing or storing explosives or toxic materials.

Acceptable Damage: None which would expose large populations to death or serious injury or impair the safety of the facility or disrupt its function.

Risk Class 2 Structures Critically Needed after Disaster: Structures whose use is critically needed after a disaster include important utility centers; hospitals; fire, police and emergency communication facilities; fire stations; and critical transportation elements such as bridges and overpasses; also smaller dams.

Acceptable Damage: Minor non-structural; facility should remain operational and safe, or be susceptible to quick restoration of service.

Risk Class 3 High Occupancy Structures. Structures of high occupancy, or whose use after a disaster would be particularly convenient: schools, churches, theaters, large hotels and other high-rise buildings housing large numbers of people, civic buildings such

as fire stations, secondary utility structures, extremely large commercial enterprises, most roads, alternative or non-critical bridges or overpasses.

Acceptable Damage: No structural damage which would materially impair safety; structures should remain usable; some impairment of function acceptable.

Risk Class 4 Ordinary Risk Tolerance: The vast majority of structures in urban areas; most commercial and industrial buildings, small hotels and apartment buildings and single family residences.

Acceptable Damage: The vast majority of structures consist of commercial and industrial buildings, small hotels and apartment buildings for which an "ordinary" degree of risk should be acceptable. The criteria envisioned by the Structural Engineers Association of California provide the best definition of the "ordinary" level of acceptable risk. These criteria require that buildings be able to:

1. Resist minor earthquakes without damage;
2. Resist moderate earthquakes without structural damage, but with some non-structural damage; or
3. Resist major earthquakes, of the intensity or severity of the strongest experienced in California, without collapse, but with some structural as well as non-structural damage.

Risk Class 5 Moderate to High Risk Tolerance: Open space uses, such as farms, ranches and parks without high occupancy structures; warehouses with low intensity employment storing non-hazardous materials.

Acceptable Damage: Not applicable.

POLICIES AND PROGRAMS

POLICY 33 Geotechnical structural design and building controls and site location for development in Sand City should be established and enacted as a regular duty of the City Council and staff.

Program 49 A hazard reduction program should be implemented which examines:

- A. Revisions to the zoning ordinance in the municipal code to recognize further seismically dangerous areas. Establishment of a zoning district to identify Tsunami or seismically hazardous areas.
- B. Soils, engineering and geologic reports should be required for all developments in Sand City. The results of such reports should be incorporated into the development.
- C. The City should have a structural engineer inspect all existing buildings. City codes should be reviewed prior to inspection to insure that

public safety deficiencies are corrected by those responsible for the buildings. Lives are most threatened by hazards from damage to or collapse of structures. There are many inexpensive measures that can be taken to reduce hazards such as removing or reinforcing parapets.

Environmental Impact Report
for the
City of Sand City General Plan

INTRODUCTION

STATE REQUIREMENTS

Section 15148, Title 14 of the California Code specifies the requirements for Environmental Impact Reports on local General Plans. This document has been prepared to meet the requirements of state law. The programs proposed as a part of the nine (9) General Plan Elements have been addressed in this EIR, their impacts discussed, and the proposed mitigation measures, possible alternatives and growth-inducing impacts described. This document has been prepared in a matrix form, because the number of proposed programs is so great that a standard text form would be too cumbersome. Proposed programs are listed on the left side of the matrix, with each section (element) of the Plan treated separately. The Summary briefly describes the anticipated effects of the General Plan.

City of Sand City

Sand City is a Central California city located immediately north of the Monterey Peninsula, adjacent to the Pacific Ocean. (See Figure XVI, a Regional Location Map.) The City is approximately 350 acres of land surrounded by Fort Ord to the north, Seaside to the south and east and Monterey Bay to the west. The entire City is geologically composed of recent sand dune deposits. The soil types within Sand City are identified as (Cm) Coastal Beaches, (Df) Dune Land, and (BbC) Baywood Sand. The more stabilized dune sands, located on the east side of State Highway One, have become urbanized relative to the west side of Highway One. The west side of the highway consists mainly of undeveloped sand dune formations, with some sand mining and storage operations presently in existence.

Sand City had a state-estimated population of 360 when it was incorporated in 1963. In 1970 this population dwindled to 212 persons, and in 1976, according to the mid-decade census, 211 persons were reported living in Sand City. According to state estimates, 182 people are currently residing in Sand City. Population loss was due mainly to demolitions of residential structures. Many existing residential structures in Sand City are presently substandard and are located in Commercial and Industrial zoned areas. Most people who work in Sand City live in surrounding communities such as Del Rey Oaks, Seaside or Monterey. Sand City, at this time, is not a desirable community to live in due to the unplanned mixture of residential, commercial and industrial development. The City has a strong industrial and heavy commercial land use base linked to the production of commercial sand and other goods and services tied to the region. Retail trade does not exist, for the most part, in Sand City. Seaside presently provides retail trade for residents of Sand City.

There are approximately 1.5 miles of ocean frontage within Sand City. The Coastal Zone within Sand City includes lands west of State Highway One, as well as a strip of land 200 feet wide bordering the east side of State Highway One. In addition, the Southern Pacific Railroad's right-of-way and 100 feet on the western side of that right-of-way are located in the Coastal Zone. Current land uses in the Coastal Zone have been condensed into five categories. They are:

1. Residential,
2. Light Commercial,
3. Heavy Commercial,
4. Industrial/Manufacturing, and
5. Public Facility.

Sand City's Coastal Zone has two distinct dune areas:

1. the area west of State Highway One
2. the area east of State Highway One

An ecological survey performed in Sand City found that, generally, all dune areas have been highly degraded and are in a disturbed state. Within the dune areas east of State Highway One there are 5 scattered locations which contain remnants of the fragile Coastal Strand Community or ecotones between it and inland communities. These areas contain a variety of native species and some rare and endangered species, which are discussed further in the Sand City LCP Land Use Plan. Due to the presence of rare and endangered species east of State Highway One, these areas are considered environmentally sensitive habitats, even though they have been impacted over time and are in a disturbed state.

The problems that exist within Sand City have been addressed in the policies of the General Plan. The excessively high cost of housing in the Monterey Peninsula area and the lack of any kind of housing in Sand City could result in a hardship to the working population of Sand City. The number of people employed in Sand City (about 1,000 in 1976) exceeds the number of residents of that time by some 470%. Obviously, this encourages and causes in-commuting by those who cannot find appropriate local housing and the result has been an increase in traffic congestion, noise and air pollution.



SAND CITY GENERAL PLAN

EIR
REGIONAL LOCATION

Figure XVI

DESCRIPTION OF IMPACT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
HOUSING					
1. Discourage any development other than residential in residential zones.	Designated residential areas must be reserved for residential uses. Presently, there is no distinct residential use in residential zones in Sand City.	Will provide a transition from commercial to residential zones. Could cause loss to investors hoping to profit by developing commercially designated uses in residential areas. Will provide distinct residential areas in Sand City.	None, no adverse impacts.	To allow commercial development in a residential area will cause continuation of existing problems. Land use conflict areas arise as a result of this alternative.	Depends upon allowed densities. According to the existing Zoning Ordinance and the Proposed General Plan the densities allowed will not be increased. Growth inducing impacts will, thus, be insignificant.
2. Require on and off site improvements to be completed with construction; such as parks, street paving, water, sewer, landscaping, both on-site and to local streets, noise attenuation and drainage improvements.	There are presently minimal on and off site improvements for existing residences in residential or any other zone in Sand City.	Will require small amounts of land to be dedicated for parks and landscaping. Will enhance the livability of Sand City.	This program is itself a mitigation measure to lessen existing and future problems concerning urban services.	Status quo would cause problems in the future.	Would enhance the livability of Sand City and probably make Sand City a better place to live. If these concepts are implemented over the term of the Plan, the result could be growth inducing. However, this is not a long term impact and not considered to be a necessarily negative impact in Sand City.
3. Mobile homes should be discouraged from low density residential areas by the zoning ordinance. A combining district excluding mobile homes may be added to the zoning ordinance and could be applied to various areas throughout the City, at the discretion of the City Council.	Presently, mobile homes are permitted in low density residential areas, disrupting the single family character of designated residential zones.	Mobile homes disrupt the single family character of an area. However, mobile homes can provide low cost housing. To lessen the impact of mobile homes, they should only be considered in areas specifically planned for such a use.	Other forms of low cost housing should be constructed that are more in character with a single family residential area.	Allow mobile homes in a mobile home park that is planned for that use. Provide other forms of low cost housing.	None.

DESCRIPTION OF IMPACT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
4. Through the zoning ordinance and appropriate codes, set standards related to desired results in housing. Establish the use of the Design Control (D) Combining District in residentially designated areas. Further, the creation of a new district, identified as Design Control, could be an asset to providing high quality housing districts in Sand City.	Applies to future residential zones in Sand City.	Favorable impacts on housing quality. Possible increased cost of new construction and selling price of units as quality and desirability rise.	Implement City Council site development and design review on all future development.	Leave the housing trend as is. This will create a negative impact on the surrounding Monterey Peninsula area.	None.
5. The city should adopt a code enforcement program to identify housing problems. This program should be initiated by the City Council.	Any residence in Sand City.	Will alleviate fire, safety and health hazards presently existing in many residential structures.	Substandard structures should be identified for future demolition or rehabilitation.	Let hazards persist. Is presently a negative impact on surrounding land uses.	Could be growth inducing if densities were increased on parcels where a substandard structure was demolished.
6. Examine the feasibility of obtaining Federal Community Development Block Grant Funds.	Anywhere in Sand City.	Extra monies can help beautify or provide needed services to Sand City.	None.	Several types of federal and state funding are available for Sand City for different kinds of projects.	The federal or state funds can cause development to occur by providing streets, sewers, and other public works projects.
7. Provide incentives for all new retail and office construction to provide some residential space on or near the site.	Areas zoned light commercial (C-1) are the intent of this policy. These areas do not pose a serious conflict of land use types.	Would increase population, possibly reduce commuter traffic, add variety in urban design. May have some adverse service impacts.	Review of all service impacts should be assessed prior to development approval.	To require no additional housing would continue the present imbalance of employment over housing available.	Would increase the population of Sand City by providing more residential area. Services would also have to be expanded and, thus, may be growth inducing.

DESCRIPTION OF IMPACT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
8. Make the distinction in the City's Zoning Ordinance between a strict Light Commercial "C-1" District and Neighborhood Commercial and apply it to those areas deemed appropriate.	All existing Light Commercial (C-1) zones in Sand City.	Will provide better retail service to residents. Could reduce vehicle miles traveled by resident. May also provide excellent buffer between land use types.	None.	The "Do-Nothing" Alternative.	None.
9. Define "professional" in the City's Zoning Ordinance and relate it to the residential sector and/or create a new district identified as Residential/Professional (R-P) to provide for this type of use.	All residential (R) zones in Sand City.	Will utilize land otherwise used for residential uses. Will provide a compatible area for professional buildings in Sand City.	None.	The "Do-Nothing" Alternative.	None.
10. Sand City will explore available state and federal funding sources and options for low and moderate income housing.	Future residential development proposals in Sand City.	Housing will allow workers in Sand City to also reside in Sand City. Will require expanded urban services to any housing project.	This program is itself a Mitigation Measure.	Do nothing. Allows a modified funding source to be attained.	Growth inducing impacts will result through the construction of housing and expanded services.

CIRCULATION

11. It is recommended that Sand City join the Monterey Peninsula Transit District.	All of the land area within the jurisdictional boundary identified as the City of Sand City, California.	Alleviate traffic congestion, parking problems and air pollution. Will allow more mobility for Sand City's residents and work force.	This program is itself a Mitigation Measure.	The "Do-Nothing" Alternative will allow the traffic congestion and air pollution impacts to increase. Promotion of car pooling and bicycle riding to work is another alternative. However, implementation is more difficult and usually less effective.
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DESCRIPTION OF PROJECT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/AVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
12. *Establish a bus route plan for Sand City in cooperation with the Monterey Peninsula Transit District. The route and pick-up areas should be similar to the commercial and manufacturing zones of Sand City to best suit the employees. Residential service should also be explored, but at the present time it is second in preference.	Major employment and residential centers in Sand City.	See #11, above.	See #11, above.	See #11, above.	None.
13. *Coordinate bus service with working hours to encourage ridership.	Major employment and residential centers in Sand City; along Del Monte Avenue in Seaside.	See #11, above.	See #11, above.	See #11, above.	None.
<p>*Note: Sand City must join the Monterey Peninsula Transit before these programs can be implemented.</p>					
14. Promote car, van and bus pools through a City-sponsored program. This could be set up as a simple call-in list for names, location of home and employment and type and capacity of vehicle to gain results from the program, it is a matter of putting the right parties together.	Sand City's employment areas.	This will help alleviate air pollution, traffic congestion and parking problems in Sand City.	This is in itself a Mitigation Measure.	Improved bus service. In addition, encourage residential growth to provide housing for the large Sand City working force. Bike riding to work.	None.
15. Signs designating truck routes shall be placed in various locations to protect residential development located in residential zones.	Residential streets in residential zones.	This will help minimize noise in residential zones. This will help alleviate traffic and parking problems in residential zones.	This is in itself a Mitigation Measure.	The "Do-Nothing" Alternative.	None.

DESCRIPTION OF PROJECT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
16. Certain streets that are designated truck routes will be widened and reinforced to handle trucks.	Streets in commercial areas such as California, Contra Costa and Tioqa Streets.	Will help alleviate traffic and parking problems in Sand City. However, may encourage increased traffic speeds and create an added hazard.	This is in itself a Mitigation Measure. However, speed regulations should be a major consideration in street widening.	The "Do-Nothing" Alternative. Widen some but not all the streets and/or provide speed regulation.	None.
17. The City Council will research to designate those streets to be deemed "truck" or "non-truck" routes.	Investigate the major streets in the City of Sand City.	Environmental impacts would have to be assessed on the development and implementation of the Truck Route study.	This program will alleviate existing hazards related to traffic and parking and should be implemented as a mitigation measure.	The "Do-Nothing" Alternative.	None.
18. The city will establish setback requirements for development along streets with existing 20-foot rights-of-way.	All "paper" and existing streets within Sand City having 20 foot rights-of-way.	Some developers may lose a portion of available buildable space. However, this provision will provide a much needed effective and safe circulation system in Sand City's future.	This program will prevent future traffic and parking problems that may arise from a 20-foot wide street.	Study and select appropriate plan lines; size and locations. Eliminate all "paper streets" and allow them to occur only as needed. The "Do-Nothing" Alternative.	None.
19. The city should investigate the use of plan lines on existing inadequate streets for road rights-of-way and future pavement expansion.	The entire jurisdictional boundary identified as the City of Sand City.	Some property owners may eventually lose a portion of their lots to street improvements.	Same as #18, above.	The "Do-Nothing" Alternative.	May promote development along existing streets and/or those areas known to be planned for future expansion.
20. Explore the feasibility of a north on-ramp; for example, with state and federal monies through loans or grants.	State Highway 1 at Tioqa Street in Sand City.	Will require dedication of land for the on-ramp (economics are a prime concern). Will improve the overall transportation pattern and may alleviate some congestion in Sand City and along Del Monte Avenue in the City of Seaside.	Will help alleviate traffic congestion at Tioqa and Del Monte Avenue in the City of Seaside.	The "Do-Nothing" Alternative.	Without the on-ramp, future development proposals may be limited due to traffic impacts. Thus, growth inducement becomes a factor.

DESCRIPTION OF PROJECT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
21. Modify the existing zoning ordinance to require on-site parking for commuters and commercial vehicles as a part of all future development.	All commercial and industrial zoned land in Sand City.	Will require land to be used for on-site parking. Potential increased runoff and erosion hazards.	This program is in itself a Mitigation Measure for the present parking and traffic congestion problems in Sand City. However, each future project should be assessed for runoff and erosion hazards.	The "Do-Nothing" Alternative.	None.
22. Modify the existing zoning ordinance to require on-site loading facilities for commercial and industrial areas.	All commercial and industrial zoned land in Sand City.	Will require land to be used for on-site parking and loading.	This program is in itself a Mitigation Measure. See #21, above.	See #21, above.	None.
23. The Sand City zoning ordinance requires a specific number of parking spaces for general land uses, but does not take into account precise land use actions or trends. This zoning concept should be modified to require a more specific requirement based on actual trends.	The entire land area that is a part of the jurisdictional boundary identified as the City of Sand City.	Will provide a more equitable parking formula, maximizing efficiency in determining parking quotas. May alleviate further traffic congestion in Sand City.	None.	A parking formula to require parking and loading on-site. The "Do-Nothing" Alternative, which would allow analysis on a case by case basis, usually does not facilitate good planning.	None.
24. Inspect and enforce all existing parking violations within the city.	See #23, above.	Will require certain business and individuals to correct significant parking problems.	This is in itself a Mitigation Measure to relieve some of the present traffic congestion in Sand City.	A reduced level of code compliance with regard to existing parking problems. This alternative can only lead to more confusion. The "Do-Nothing" Alternative.	None.
25. Coordinate with the City of Seaside to construct this bicycle path. State funding is available for this type of undertaking.	Along Del Monte Avenue in the City of Seaside, CA. This avenue is located along the eastern border of Sand City.	Will have no significant impact on Sand City's environment.	None.	Locate a bicycle path along the Southern Pacific Railroad right-of-way or the west side of State Highway 1.	None.

DESCRIPTION OF PROJECT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
SCENIC HIGHWAY					
No policies are suggested for the Scenic Highway Element.					
NOISE					
26. The City Council should initiate the creation of a noise ordinance to be adopted as a part of the City's Municipal Code.	To be applicable to the entire City of Sand City.	This will aid in future planning projects within the City.	None.	The "Do-Nothing" Alternative will provide no abatement for objectionable noises.	None.
27. Analyze noise impacts of new projects and require adequate noise control in all new buildings when deemed significant.	See #26, above.	Reduces disturbances due to excessive noise.	This is in itself a Mitigation Measure.	See Alternative #26, above.	None.
28. Construct noise barriers where the impact of noise can be significantly reduced.	Along all noise generators and especially incorporated into new developments.	Will enhance the beauty of an area by promoting the planting of vegetation and other amenities.	This is in itself a Mitigation Measure.	See Alternative #26, above.	None.
29. Provide input on noise legislation proposals.	Statewide and nationwide.	Help influence state and national legislation to provide an improved noise environment in Sand City.	This program is a Mitigation Measure.	The "Do-Nothing" Alternative would prevent city participation in decisions affecting our environment.	None.
30. Promote enforcement of existing State and Federal noise legislation in Sand City; for example, muffler violations could be corrected.	The entire City of Sand City.	Reduced noise from transportation sources regulated by state and federal legislation.	This program is a Mitigation Measure.	The "Do-Nothing" Alternative would reduce protection available to residents from transportation noise sources.	None.

DESCRIPTION OF IMPACT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	
42. Encourage frequent inspections by the Monterey Bay Area Unified Air Pollution Control District on uses that are potential polluters.	The entire land area within the jurisdictional boundary identified as the City of Sand City.	This program may cause potential polluters to spend money to reduce pollution problems; it will help curtail air pollution in both the city and the surrounding area. Staff time will be needed.	This program is a Mitigation Measure to prevent future air pollution in Sand City and its surrounding area, and thus should be implemented.	The "Do-Nothing" Alternative. Encourage potential industry to stay within limits.	None.
OPEN SPACE					
43. As part of future residential development, recreational facilities to cover the needs of that development and the immediate community should be met. This can be implemented through the dedication of land, or ^S a recreation fee assessed upon individual developments based on land use type and quantity. The City should adopt a resolution on this matter.	All areas to be developed residential in Sand City.	This program will require some land to be developed for recreational facilities. By doing so, open space will be provided in the land use pattern.	This program is a Mitigation Measure.	The "Do-Nothing" Alternative would permit residential areas not to include recreation.	None.
44. Recreation shall be planned for as part of new development projects with approval subject to the City Manager and/or City	All areas to be developed residential in Sand City.	This program will provide for recreational and open space area. However, it may also increase housing costs.	This program is a Mitigation Measure. Open space is an important entity in Sand City, especially considering the varied land uses.	Same as Alternative #43, above.	None.

DESCRIPTION OF IMPACT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES
to approval by the City Council. The use of native vegetation, where feasible, is preferred in landscape programs in order that water use may be reduced.				
34. The City Council should seek opportunities in the form of Federal or State grants to help beautify Sand City's roadways and public lands.	The land area under the jurisdictional boundary identified as the City of Sand City.	Staff time will be needed. May cause individual property owners to dedicate a portion of their land to beautify the roadway.	None. This program is a Mitigation Measure.	The "Do-Nothing" Alternative.
35. A provision for access to the beach as a part of future development.	The entire 1 1/2 miles of Sand City's coastline, West of State Highway 1.	Will cause beach front developers to dedicate some land for access. Will create a litter problem. Will create a safety problem with no lifeguard on duty. May place a strain on Sand City's law enforcement department.	Place litter cans on site. Must appropriate funds to increase law enforcement services.	The "Do-Nothing" Alternative. Some people will find access to the beach anyway. This alternative also creates law enforcement problems.
36. Sand City should monitor the effects of sand mining upon the environment by developing a data base and examining erosional characteristics and environmental effects. If it is determined that sand mining is contributing significantly to erosion along the Sand City coastline, the City will need to explore mitigating measures. This also applies to dune mining, where the City should explore restoration plans for dune mining areas.	The entire City of Sand City, particularly that area west of State Highway 1.	Staff time will be needed to investigate and monitor sand mining operations.	This program should attempt to discover if sand mining is the best use for the land and environment, as well as the City of Sand City.	The "Do-Nothing" Alternative may result in both economic and environmental negative impacts to the City of Sand City.

DESCRIPTION OF INTENT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
37. Investigate the potential effects of engineering, building and maintaining a seawall along the coastline.	Sand City's immediate shoreline.	Staff time will be needed. However, the impacts will be assessed through the feasibility study.	This program may help curtail erosion and should be investigated.	The "Do-Nothing" Alternative may result in economic loss to both private landowners and the City of Sand City.	
38. Study the effects of sand mining on the erosional process.	See Environmental Setting, #36.	Determine if sand mining has an impact on the erosional process in Sand City. Staff time will be needed. Environmental impacts will be assessed as a part of the study.	The environmental effects of sand mining should be investigated.	None.	
				The "Do-Nothing" Alternative.	
39. Vegetation could be planted and maintained on dunes to prevent wind and water erosion.	All of Sand City that is not developed upon, especially that part west of Highway 1.	May reduce the erosional process. However, some water supplies & additional staff time will be needed to implement program.	This program is a Mitigation Measure; however, the use of native vegetation can reduce water use. Require new development to implement this program in order to reduce City costs.	The "Do-Nothing" Alternative will allow dune migration to continue.	None.
40. Off road vehicles on the sand dunes should be discouraged by law.	All of Sand City that is not presently developed.	This program will protect the environmentally sensitive dunes in Sand City.	This program is in itself a Mitigation Measure. However, enforcement of this program is necessary. An ordinance should be drafted and adopted by the City of Sand City.	The "Do-Nothing" Alternative will result in environmental degradation of the sand dune formations in Sand City.	None.
41. Individual soils and geologic reports may be required prior to development in Sand City.	Includes all future development proposals within the City of Sand City.	This program may cause the cost of development to increase; it will help mitigate potential soil & seismic hazards in future development in Sand City.	This program is in itself a Mitigation Measure to help prevent future soils & seismic problems in Sand City. It should be implemented prior to future development proposals.	The "Do-Nothing" Alternative may result in environmental degradation or health hazards within the City of Sand City. The City may be held responsible.	None.

DESCRIPTION OF INTENT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
CONSERVATION					
31. All new development within Sand City should be required to contain water saving devices, therefore reducing water consumption.	All future development in the City of Sand City.	This program will minimally increase the cost of construction, but at the same time provide conservation of the most valuable resource in the Monterey Peninsula Area.	This program is a Mitigation Measure.	No water conservation program will force an eventual limit to development if a new source is not discovered.	Water conservation is growth inducing only to the limits of water as a resource.
32. The city should actively communicate and coordinate with surrounding jurisdictions and water agencies to: 1) prevent erosion, pollution and siltation of the Canyon Del Rey drainage system; 2) Monitor water quality in Sand City's private wells; 3) Do everything possible to protect the quality of existing groundwater resources; 4) Encourage an investigation of the Pacific Ocean as a possible source of Fresh water supply to the Monterey Peninsula. 5) Comply with water saving and allocation programs, such as the current allotment ordinance being derived by the MPWMD.	The Canyon Del Rey drainage system and the City of Sand City.	None. Staff time will be needed to implement this program.	This program is in itself a Mitigation Measure.	No program and Sand City will have no voice in water quality issues.	None.
33. An ordinance should be adopted requiring on-site landscaping, and off-site where appropriate, as part of future development plans. Required landscaping for development proposals should be derived through landscape planning, subject	All future development in the City of Sand City.	May raise the cost of new development. However, it will provide for the beautification of Sand City.	This program is a Mitigation Measure to help beautify Sand City as well as to prevent dune migration and reduce runoff and erosion hazards.	The "Do-Nothing" Alternative will result in visual degradation and potential runoff and erosion hazards.	None.

DESCRIPTION OF INTENT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
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SAFETY

45. City Council should authorize the preparation of a Contingency Plan for Emergency Preparedness.

The entire land area within the jurisdictional boundaries identified as the City of Sand City.

Staff time will be required. Loss of life and damage to structures will be reduced in the event of a natural disaster.

This program is a Mitigation Measure. Implementation is critical to the safety of both residents and the working force in Sand City.

The "Do-Nothing" Alternative may cause loss of life or injury. The city may be held responsible.

None.

46. The city should have a structural engineer and qualified fire person inspect and evaluate all high occupancy buildings and critical facilities.

See #45, above. Environmental Setting.

Owners of buildings may have to bring their buildings up to code. Staff time will be required.

This program is a Mitigation Measure and will help alleviate future hazards.

The "Do-Nothing" Alternative or the establishment of a reduced level of compliance may result in loss of life or injury.

None.

47. City codes should be reviewed to insure that a mechanism exists to require that public safety deficiencies are corrected by those responsible for the buildings.

See #45, above. Environmental Setting.

Staff time will be needed.

See Mitigation #46, above.

See Alternative #46, above.

None.

48. As a part of planning and building permit approval, the Seaside Fire Department and the Sand City Police Department should

Future development proposals in the City of Sand City.

This program may cause time delay in planning and building permit approval. Staff time will be required. However, hazards may be

This program is a Mitigation Measure.

The "Do-Nothing" Alternative.

None.

DESCRIPTION OF INTENT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
SEISMIC SAFETY					
49. A hazard reduction program should be enacted. This program should examine:					
a. Revisions of the Zoning Ordinance in the municipal code should be made to recognize further seismically dangerous areas. Establishment of a zoning district identifying a hazardous area.	The entire land area within the jurisdictional boundaries identified as the City of Sand City.	None.	This will help determine the potential seismic hazard areas and their risk levels for future land use decisions.	The "Do-Nothing" Alternative.	This may force development to relatively less hazardous areas.
b. Soils, engineering and geologic reports should be required for all developments in Sand City. The results of such reports should be incorporated into the development.	See Environmental Setting #49, above.	This program may add time and expense to the planning process.	This program is in itself a Mitigation Measure.	The "Do-Nothing" Alternative.	None.
c. The city should have a structural engineer inspect all existing buildings; city codes should be reviewed prior to inspection to insure that public safety deficiencies are corrected by those responsible for the buildings. Lives are most threatened by hazards from damage to or collapse of structures. There are many inexpensive measures that can be taken to reduce hazards such as removing or reinforcing parapets.	The presently developed areas of Sand City.	This program may require expense to property owners. However, it should alleviate potential hazards within the city.	This program is a Mitigation Measure.	The "Do-Nothing" Alternative.	None.

DESCRIPTION OF INTENT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
LAND USE					
Proposed changes in the land use map for Sand City include:					
A. Change from low density residential to heavy commercial.	A portion of 3 blocks surrounded by Olympia and Shasta Avenues, Catalina Street and the City of Seaside/Sand City city limit lines.	This change will reduce the residential designated area by 1.80 acres within Sand City. The area is not suited to residential use since heavy commercial development surrounds this land.	Regulate the heavy commercial uses so that they are planned and orderly.	Leave existing land use designation.	This change will encourage more heavy commercial land use in the city. Residential growth will be forced elsewhere.
B. Change from heavy commercial to manufacturing.	A small portion of the proposed manufacturing land area surrounded by Ortiz Avenue and State Highway One.	This change will affect .3 acres of heavy commercial land to be changed to manufacturing. This use will help protect the adjacent commercial areas from highway noise. More allowed uses would be permitted as a result of the land use change.	Screen any future industrial/manufacturing development on this parcel from State Highway One. Noise and visual concerns are most significant.	Maintain the existing land use designation as is.	None.
C. Change from manufacturing to heavy duty commercial.	A portion of the land area west of California Avenue and east of State Highway One, and surrounded by Contra Costa and Sylvan Avenues.	This change will allow 2 more acres to be developed heavy commercial.	This change will provide a buffer between City Hall and the manufacturing area across Sylvan Avenue. This change will allow less intensive uses in the area.	"No-Change" Alternative.	None.
D. Change from heavy commercial to light commercial.	The land area that is presently used by the Seaside Regional Sanitation District (Sewage Treatment Plant) and bordered on the west and south by Bay Avenue and Vista Del Mar Street.	This change will allow 4.5 acres of land to be developed light commercial.	This change will make the entire west side (south of Tioga) residential or light commercial. Future land conflicts may be avoided. This change will allow less intensive uses in the area.	"No-Change" Alternative.	None.

DESCRIPTION OF INTENT	DESCRIPTION OF ENVIRONMENTAL SETTING	POSITIVE AND NEGATIVE IMPACTS/ADVERSE EFFECTS	MITIGATION MEASURES	ALTERNATIVES	GROWTH INDUCING IMPACTS
E. Change from high density residential to light commercial.	A land area surrounded by Bay Avenue, Sand Dunes, the sewage treatment plant and a large area of proposed high density residential to the north.	This change will provide access for commercial development to Sand Dunes Drive. This change will take 2 acres out of high density residential use. Less land will be available for residential construction.	None.	"No Change" Alternative.	None.
F. Change from heavy commercial to light commercial.	A small area immediately south of Tioga Avenue, bordered by Sand Dunes Drive, Vista Del Mar Street and a large section of land proposed for high density residential by the plan.	The light commercial will provide a buffer between the high density residential and the manufacturing area across Tioga Street. This change will allow 1.5 acres to be developed light commercial.	This change along with #4 will make the entire west side (south of Tioga) residential and commercial.	"No Change" Alternative.	None.
G. Change from heavy commercial to light commercial.	This proposed light commercial (neighborhood commercial) area is located east of State Highway 1 and south of Tioga Avenue. It is surrounded by the following proposed uses: heavy commercial: north State Highway 1: west high density residential: south manufacturing: east	This change will allow 1.8 acres of land to be developed with light commercial use. This change will provide light commercial adjacent to the high density residential area.	This change will provide a buffer between the heavy commercial area to the north and the high density residential area to the south.	"No Change" Alternative.	None.

SUMMARY

Since a substantial portion of Sand City (east of State Highway One) is developed, many of the programs noted in the General Plan are in themselves mitigation measures for what are perceived as potential and existing problems. In the undeveloped portions of the City, policies are intended to prevent problems that presently exist in those developed areas.

Some land use changes are proposed in order that an area may become more homogeneous in character or to provide a buffer between adjacent land uses.

In the Housing Element of the General Plan, emphasis was placed on designating certain residential areas for residential use only. Also housing quality was addressed. Future housing in Sand City should be landscaped and provide adequate urban services. Housing is needed for the people who work in Sand City and opportunities to achieve these goals should be investigated. In addition, housing allocations should conform to the requirements of the California Coastal Act. Also it was recommended that the City make every effort to alleviate potential conflicts between residential, industrial and commercial land uses.

Programs in the Circulation Element emphasize upgrading and improving streets and parking in Sand City. Most programs are in the form of general mitigation measures to alleviate existing circulation problems. A major problem in Sand City is parking. Parking in and along streets causes circulation problems to arise. This occurs as a result of inadequate existing streets for the type of use placed upon them. Joining the Monterey Peninsula Transit District for bus service, and van and car pools initiated by the City, are ways to reduce peak hour traffic flows in Sand City.

The Scenic Highway Element states that Sand City does not wish to impose any land use regulations that would not be in the best interest of Sand City and its development as the unique employment center on the Monterey Peninsula.

The Noise, Safety, Seismic Safety and Conservation Elements examine a variety of programs to help mitigate existing conditions in areas where development exists or may exist in the future.

The Land Use and Open Space Elements address where future development in the City is to be located. They are directed at distinguishing residential from manufacturing or heavy commercial land and providing recreational and open space land use in all future development proposals.

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